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SEPTEMBER 1977

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DIRT BIKE

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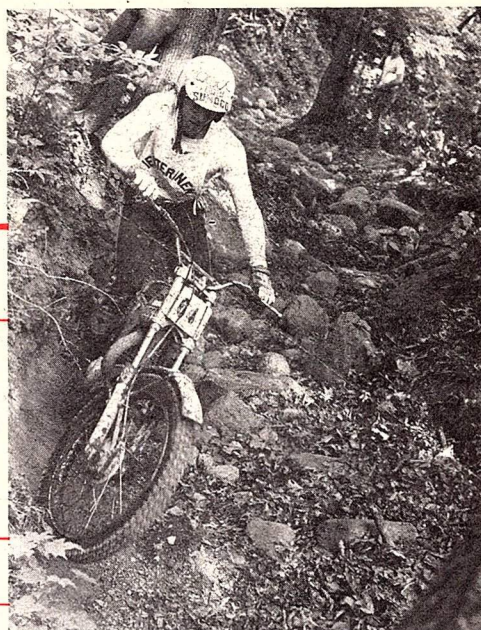
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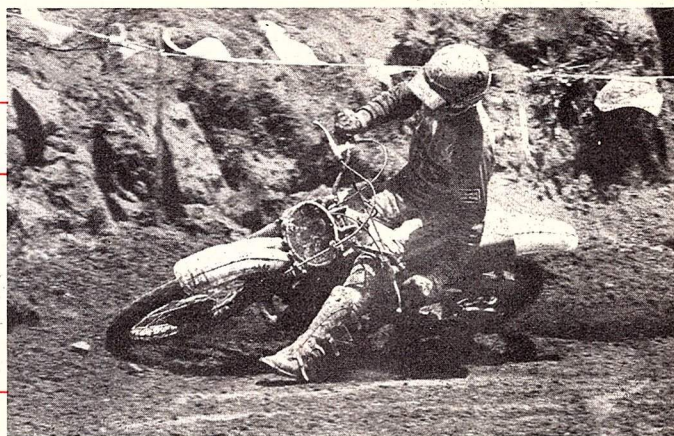
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behind Lasse Viren.

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WOODS

LOVE, DEATH, AND THE AMERICAN FREEWAY

*"There's hamburger all over the highway
 in Mystic, Connecticut."*

— *Firesign Theatre*

On the road again. Yes sir, it's one of the all-time great American Dreams. Footloose and fancy-free, riding two wheels, four wheels, or just a thumb; liberty, to a lot of us growing up in the '50s, '60s, even the '70s, meant going. Destination was unimportant, travel was all.

Sheesh. In the last year I've put on mileage well over the magic five-figure mark, stumbling down those three a.m. highways, every car in the opposite lane giving me electro-shock therapy with its brights. The worm has turned, folks, right now I'd rather *arrive* anywhere, even, wash-my-mouth-out-with-soap, Encino, than be starting out for Paradise.

There is, as you might have guessed, a reason for this change of perspective. No, I have not just returned from driving cross-country to Alabama for the ET. Schoon did that, and came back refreshed and ready to go. I haven't blitzed up to Michigan for the World Trial, either; that was Weed's trip, and he seems none the worse for wear.

What I have done, and my knees knock like two empties in a truck bed just thinking about it, is spend a day driving around L.A. trying to get ready for an event.

The morning began innocently enough. Leaping from bed at the crack of 10:45, I felt refreshed and ready to go, anticipating the luxury of a cold pepperoni pizza breakfast. My joy was short-lived, however, as I remembered, in mid-air and heading for the rug, that I had left the pizza at bedside, the better for midnight snacking. Somewhere, there must be deviates who would enjoy starting a day with a quick splash of tomato sauce and mozzarella. I am not, however, one of them.

After putting on my boots I felt better, aside from the small slurping sounds that accompanied every step. Chugging a Pepsi for that old early-morning eyeball rattle, I stepped outside.

Brown Sow, faithful Econoline companion, slouched expectantly in the driveway. Vaulting into the seat, carefully bungee-ing the door

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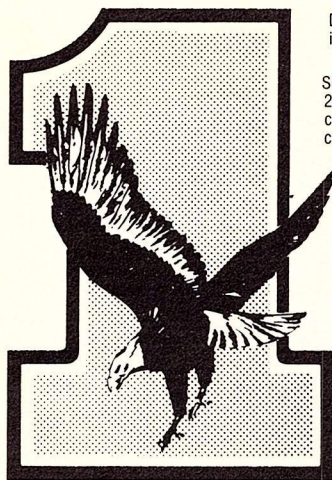
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closed, I murmured a silent prayer
and turned the key.

Nothing.

It was but the work of an hour to
push the Sow, ton by inch, around
so that she pointed downhill, out of
the driveway. It took only three
tries before, third gear in and clutch
out, she shuddered, belched and
stuttered off down the street, her
engine settling into the usual
fork-in-a-garbage-disposal clatter.

Upset? Hell no, I was relieved. At
that point, things were going better
than usual. Nursing the Piglet up to
a WFO 45 mph, I caromed onto the
freeway, jockeyed into the fast
lane, Porsches and Mercedes
scattering like scared geese, and
looked ahead.

Dead stillness. For the full 300
feet of visibility, the smog wasn't
bad at all, the freeway was a frozen
river of cars. Heat lines coiled over
row after row of discoloring hoods.

"Good Lord," I moaned, "how
could it be worse?"

Then the horns started.

If you've never been in the midst
of 500 heat-crazed L.A. drivers in a
traffic jam, the phrase "the hounds
of hell" probably doesn't mean
much to you.

Luckily, the jam was minor, and
in a scant three-quarters of an hour
my lane began oozing forward.

With the cars literally bumper to
bumper, it was almost two miles
farther down the freeway when I
realized that the Sow had stalled.
Of course, pulling to the side never
occurred to me. I mean, what the
hell, my van has railroad tie
bumpers, and I was making a
pretty good pace ping-ponging
between the Seville in front and the
Jaguar behind. Besides, with gas
prices these days . . .

Anyway, eventually I reached my
offramp, rolled to a halt, exchanged
insurance cards (thumb carefully
over the expiration date) with six or
seven of the most insistent drivers
who followed me, bump-started the
old Pig again, and rolled up to my
friendly dealership.

My friendly dealer has the
personality of a wild boar
with migraines. I walked to the
counter, putting on my friendly-
and-planning-to-spend-big-bucks
grin.

"We're out of 'em," he grunted.

"Huh, out of what . . ."

"Out of whatever you want,

Continued on page 14

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OUR OCTOBER
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BITS & PIECES

by Len Weed

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* * * *

President Carter issued Executive Order 11989 on May 24. It varied significantly from the order proposed by the Council on Environmental Quality as it related to off-road vehicles. The change resulted from the tremendous public response generated — by the AMA, MIC and *Cycle News* among bikers and by similar organizations representing other ORV groups. The order amends E.O. 11644 issued by President Nixon in 1972.

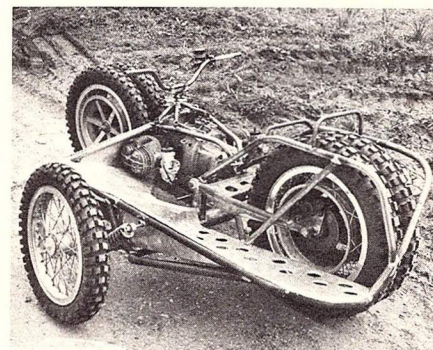
The new executive order does increase authority for land use agency heads to close public lands to ORVs, but not without restrictions. The order provides that the agency head will close public land "whenever he determines that the use of ORVs will cause or is causing considerable adverse effect on the soil, vegetation, wildlife, wildlife habitat or cultural or historic resources . . ."

The original proposed order would have dictated closing of any land about which ORV-related environmental questions were raised without requirement of proof of any kind. Under the issued order any action taken must include the opportunity for public participation before action. Any land agency must also make a conscious determination about the environmental impact of ORVs. Documentation of damage or expected damage must be provided before any land may be closed.

According to our sources, public input to the White House was the

greatest ever received on any issue and no doubt persuaded the President to backtrack from the course proposed by the CEQ. A letter or telegram to the White House or a phone call ([202] 456-1414), requesting the Comments Office to deliver an opinion regarding public land use, will continue to remind our chief executive that we're still out here.

* * * *



Say what? Anything that can be done on two wheels is fair game for three-wheelers in England. So can five wheelers be far away? The English have a sport called grasstrack — racing around a grass track. The five-wheeler sidehack is a creation of Stuart Digby. Latest we've heard, they're trying to decide if it's legal. Cylinders give away 980 BMW shaft drive powerplant. Photo by Jim Greening.

* * * *

New from the Bitten Pieces Book of the Month Club.

All the AMA's Men by Robert Redford and Dustin Hoffman. Now, all of it, revealed for the first time. Who authorized the break-in at Westerville? What did the missing 18 minutes mean to Light Brown? Is gray tape stickier than red tape? Who is Deep Tread?

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Continued on page 18



TAKE A GANDER AT THIS!

Just as Michelle, the intrepid Maely Guard Goose, protects shop and machines from unwelcome intruders, the smart off road rider protects his machine, his rights, and his pleasures by keeping up with the world of dirt in DIRT BIKE magazine.

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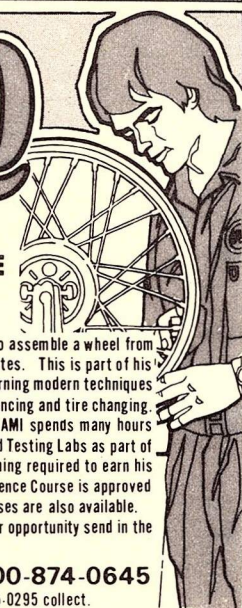
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RIDERS WRITE

OR PERHAPS BIGFOOT

Honestly, do you expect anyone to believe that the '77 YZ125 has pegs 119.3 inches wide? Wouldn't they get in the way sometimes? Or, could it perhaps be a trick bike for the Jolly Green Giant?

Danny Hurt
Madison, Tennessee

They may have gotten in the way, but they made the bike a real bitch to get past. — ed.

A SMALL REQUEST . . .

I need a bike. I've tried mowing lawns and the like, but that barely pays for my lunch and shop projects.

I'm wondering if you have any dirt bikes lying around that are just collecting dust. If so, I'm sure I could remedy the situation if you'd let me have one.

Robbie Brown
Atwater, California

Wow, sorry, Brown, but we just gave away our last 20 extras last week. — ed.

FIRST DNF, WFO AND DKW, NOW . . .

Recently I was given a mini-trailbike with no owner's manual. The only indication of a name on it is NSU. I would appreciate any information on parts, etc.

Chuck O'Conner
Healdsburg, California

We can't be of much help. NSU is a German manufacturer, one of the first to experiment with large-bore two-cycles. If any of our readers know of parts, etc.; we'll forward the info to you. Since your bike is probably older than the average DKW, avoid going WFO or you will likely DNF, PDQ. — ed.

STREET-TRAIL SHOOTOUTS?

I think you have the best mag in the country, but why don't you do more tests on the street-legal

"enduro" bikes, like the Yamaha 175 and Suzuki 185. Many people are interested in such machines.

Miles Shipman
Ralston, Nebraska

We do deal with such bikes, Shipman, and will likely have a few more street-trail shootouts coming up soon. Check the DS185 vs. KD175 shootout this month. — ed.

GIVE US THE MIND OF A CHILD UNTIL HE'S 12 . . .

One day we walked into the room to find our one-year-old son completely absorbed in an issue of your magazine. Now we know what to get him for his birthday, a subscription to DIRT BIKE. He's never been so quiet.

Mrs. Luke Gray
Streamwood, Illinois

Just to settle an argument here, whose story was he reading? — ed.

THE WINTER OF OUR DIS-CONTENTS

Did you people realize that the most interesting section of your magazine is the Table of Contents? Wouldn't Peter S. Beagle be somewhat surprised to find the title of his book in small letters in the September, 1976, Table of Contents?

No Name
Wherever

Not as surprised as we were to find out that anybody noticed it. — ed.

THE OLD STICKIE STING

I collect stickies as a hobby and I wonder if you could send me some.

D.B.
Address unknown

Sure, D.B., and we collect money as a hobby. Wanna trade? — ed.

THEM'S FIGHTIN' WORDS . . .

Now that I am a registered

DIRT BIKE

subscriber to DIRT BIKE, I feel that I should have a say in a couple of things. First of all, I think Zeal Anderson looks like a girl. Second, I think that you guys have the ugliest girlfriends in the world, but the best magazine on the market. Do you know where I can get parts for a '72 Rickman/Zundapp? Do you know why the Rickman company went out of business? I think Kitty O'Neil looks better than all of your girlfriends put together. No hard feelings, OK?

David Stewart
Great Falls, Montana

The fact that you think Zeal looks like a girl sort of sums up your taste in women, doesn't it? — ed.

A LITTLE PROBLEM . . .

I am a 13-year-old rider who has a bike but no one to ride with. My brother and his friends are 18, and have been riding together for as long as I can remember. I bought my brother's old bike about a year ago, and, for a while, I rode with them regularly.

About a month ago we went to Carnegie Cycle Park and started play racing. At the end of six laps I was a full lap ahead.

Now my brother won't take me riding anymore. He says that at my present weight of 79 pounds I'm too small to ride with them. So now I'm stranded, and have no way to transport my 400 Maico.

What should I do?

Herby Kwik
Kirkwood, California

Try carrying it. — ed.

MINI LADY

Some of us ride small bikes (mini-bikes) because we're *small*, rather than because we're young. At 29 my feet can't touch ground on the average 100cc bike, and I could never lift a large bike if I dumped it. That won't stop me, however, from wanting information on small bikes. Thanks for the mini-cycle test, hope there's more to come.

Carolyn Schlueter
Lafayette, California

We understand your problem, Ms. Schlueter, and will try to continue with small bike reporting for all of our interested readers. No one can accuse us of being sizist pigs. — ed.

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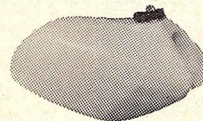
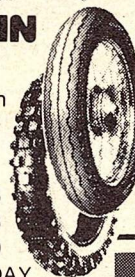
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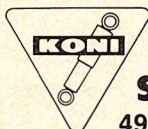


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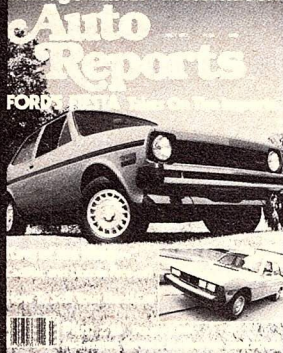
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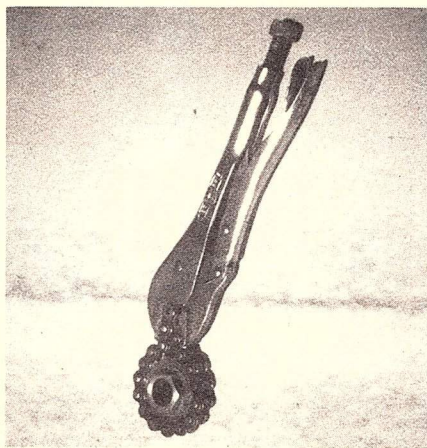
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HOT SETUPS

Any excuses you may have are unacceptable. You have not been getting with the program. Well, admit it. Have you noticed that this column has been, shall we say, missing lately? Well, it's your fault and you should know it. We do not need an excuse. We have never failed to put you hep to the warmest info the very second that it is accepted into our memory banks. Our interesting facts, tidbits and modifications are gladly shared with you without asking. Tips that can save you time, money and, most important of all, frustration. No, we don't want to hear any excuses. We want Hot Set-Ups! Seriously hot ones, with descriptive black and white photos to match. We'll even pay you five dollars for them. Do it now.



WRENCH TRICKERY

In looking for a zoot way to loosen or tighten the countershaft nut while his engine was on a bench, Wayne Onaka came up with this clever combination. Simply wrap an old length of chain around the sprocket and clamp onto it firmly with a pair of Vise-Grips. Almost grunt-free. Of course, it's a bit easier to do it while the engine is still in the frame and the chain is on. But if you're like Wayne, you won't think of it till it's on the bench. There's proof that at least one person in Santa Clara, California, reads DIRT BIKE.

CHEAPO BIKE STAND MARK II

After reading about the C.B.S. MK. I in Hot Set-Ups, Scott Montee of Racine, Wisconsin, soon discovered that suitably sized wooden crates are not readily available in some parts of this great land of ours. So for those with a lack of carpentry skills, as well as a lack of greenbacks, he presents to you yet

another el cheapo bike stand. There in the dairy state, gallon milk containers come in nifty wire baskets that make dyn-o-mite bike stands with one simple modification. Merely take said basket, and in one deft move, turn it upside down. Adjustments for taller bikes or antique bikes with downpipes can easily be made by getting boards of a suitable thickness and attaching them to the basket. These baskets are available anywhere they sell milk. You won't get one for the asking.

FOR SERIOUS RIDERS ONLY

This is one of the hottest exercises you can get into if you're serious about riding bikes. For competition it's a must. If you're having trouble hanging on near the end of those 40-minute motos, this fine piece of equipment will take care of you. Simply extend the bar straight out in front of you at shoulder height with your hands wrapped around each end. Twist your wrists in opposite directions to let the weight unroll to its lowest position on the rope. Then continue twisting in the same direction till the weight comes up and hits the bar. That's one. Keep it up, now. In addition to strengthening your wrists and arms, it also works almost every other muscle from your neck to your waist. It's super-hot. George started with a 2½-pound weight and could only do 18 at first. Now he does 50 every other day. Get with it. This unit comes fully chrome-plated and accepts any weight with a hole in it. Sure, you could make one, but when are you going to get around to it. This deluxe model is only \$4.95 from Al Fox Motorcycles, 437 S. Victory Blvd., Burbank, California 91502.

FROM THE OBSCURE STATE OF ILLINOIS

Realizing our desperate need to share hot and useful information with our readers, Eric the Old has decided to pass along a couple of his

oldest and most underhanded methods of winning races:

1. Take some fast-drying epoxy and apply it to the throttle of the rider on your left so as to render it useless. This is usually good for preventing him from getting hole-shots, or for that matter, going anywhere at all. However, it is not recommended that you glue his brakes open, since the rider may panic in the first corner and clean you out on his way to the snow fence.

2. An old standby, but one that works just as good as ever, is the potato-in-the-exhaust-pipe trick. Take a fairly large spud and ram it up a rider's pipe as far as it will go. Then trim off what's sticking out to prevent detection. French fries and mashed potatoes are not considered acceptable substitutes.



3. Recommended only for poor losers is the truly fiendish ploy of kidnapping the trophy girl. This not only causes disruption and confusion among the officials, but also takes a good deal of fun out of it for the winner. If handled properly, it can also be a great deal of fun for the kidnapper.

That's all the underhanded ways I am willing to part with for the moment. But if more are required, as another famous hook-nosed, lecherous old fart was known to say, "I got a million of 'em."

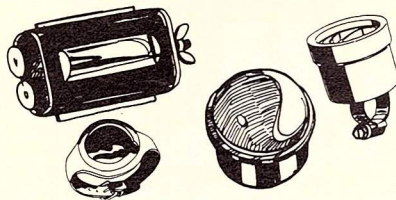
Yours etc.,
Eric the Old ☿



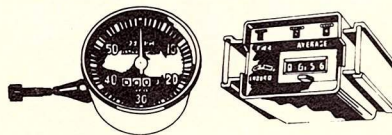
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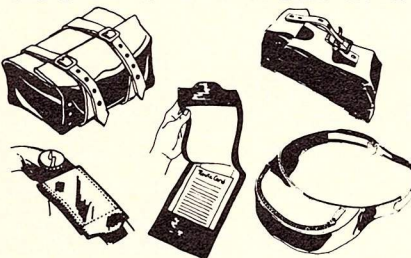
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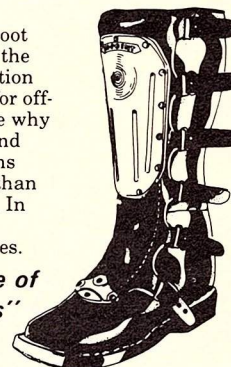
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It wasn't good news. The U.S. Forest Service was planning on closing the Snowy Trail on January 1, 1977. Repeated switchback cutting had caused terrain damage as well as violating the riding-on-existing-trails-only parameters established. The Snowy, a ten-mile climb in the Mount Alamo/Gorman riding area some 80 miles north of Los Angeles, was the favorite of

where we do much of our trail and enduro bike testing. Paul explained the concern over the damage and mentioned the limited manpower that the Service, responsible for managing 2.5 million acres in the Los Padres National Forest, had available. And yet fixing the Snowy Trail had a high priority for the Forest Service crews despite their training and preparation for the next fire season. He suspected (and

plus some airstrip cribbing were helicoptered to the top of the mountain.

The first work party was slated for the weekend of April 23-24. Joe Dominguez and Wayne Barker were the crew foremen, Rich had acted as project coordinator, all under the supervision of District Ranger Dave Hammond.

Members from my club, the Valley Observed Trials Enthusiasts, joined those from the Checkpoint enduro club, along with individual volunteers. About 25-30 workers. Fine, but where were the rangers? Working their way back home after spending several days fire-fighting. By noon all the confusion was sorted out and work began in earnest. The railroad ties were used to block off tempting spots for cutting the trail. Tread work (smoothing the ground surface) and outslopes (dips for water to run off) kept many hands busy, while others used the landing strip matting to build berms to prevent trail edges from crumbling. On Sunday 35 workers showed up and by sundown most of the work was done.

The following week clubmen from the United Enduro Association took over, along with a group led by David Will, one of the concerned letter-writers, who had formed his own club, the Friends of Mt. Pinos, specifically for the trail restoration chores.

The project, slated for four weekends, was done in two, and clubs like the Dirt Diggers and Conejo Trail Riders, scheduled for later weekends, got a bye from tackling the ties. And that was it, the trail was reopened.

Seventy man-days of work by the bikers more than halved the estimated \$6000 cost of the project. The U.S.F.S. costs, including the helicopters, totaled around \$2500.

That fine old American tradition of lending a helping hand had made possible some mutual back-scratching. And that's the point. A helping hand from bikers allowed the trail to be reopened sooner. Maybe this same type of cooperation between bikers and land management people, whether the Bureau of Land Management, the United States Forest Service or some local land agency, could possibly reopen or avoid the closing of choice riding terrain in your area. It's something to think about, isn't it? ●

TRAIL BUILDING

Hands across the pines

by Len Weed



many of the trail riders in the area.

But by May of this year the Snowy Trail was open again. All it took was two weekends of volunteer work by concerned riders to handle the necessary repair work and provide deterrents against future damage. And, as Forest Service rep Paul Rich, who coordinated the project, told us, that's just how they had hoped it would turn out.

We first met Rich last September while organizing an observed trial to be held at Gorman. That was the first we had heard about the pending trail-closing in the area

hoped) that concerned bikers would rally 'round the flag. And rally they did. About 70 man-days' worth, allowing the trail to be reopened and freeing the fire crews to get on with their training much sooner than anticipated.

The proposed closing of the Snowy had received more letters than any other matter related to the ORV Management Plan prepared for the area. Numerous individuals and clubs volunteered for the fix-up. The Forest Service provided the materials and the supervision. About 6500 pounds of railroad ties

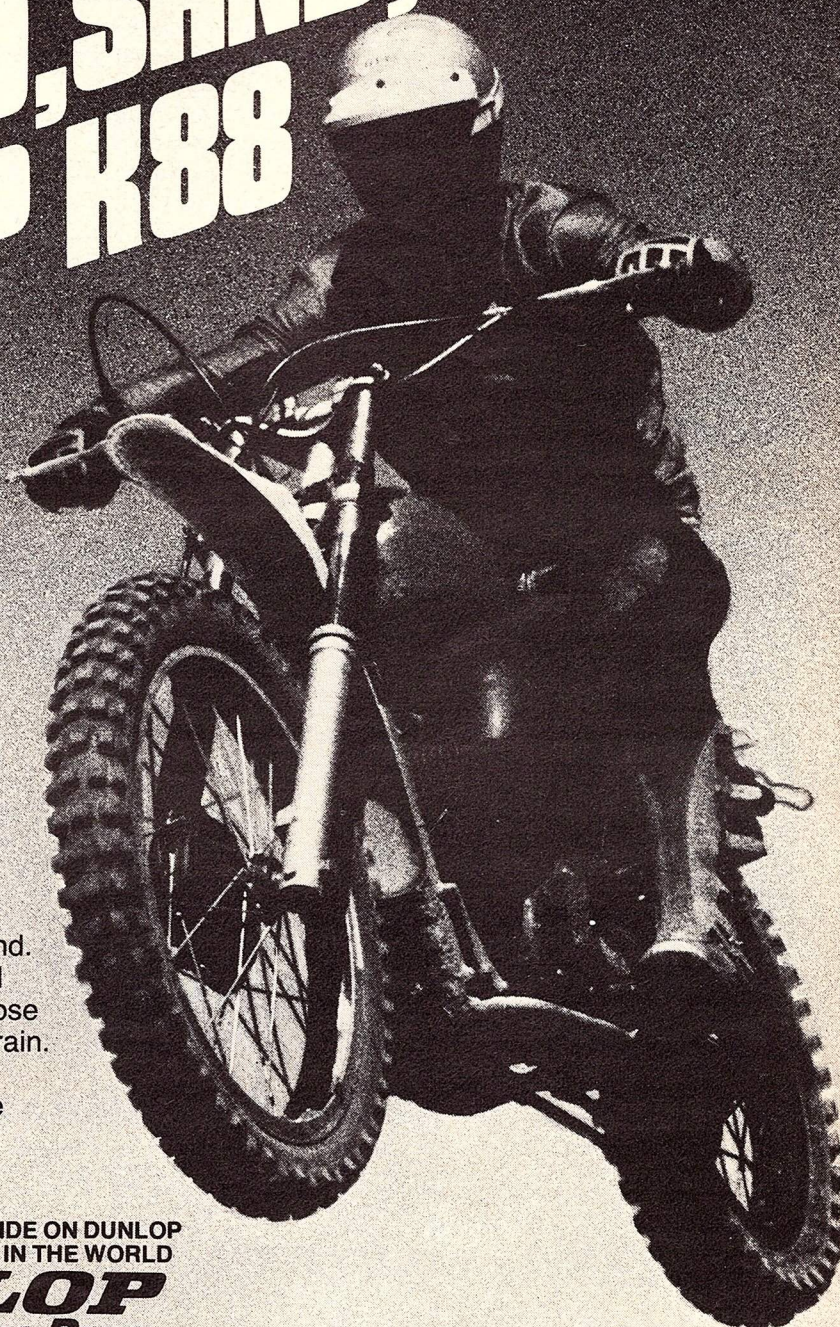
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WOODS

Continued from page 5

that's what."

I could go on awhile, describing bruises, listing the perils of wearing the wrong shop T-shirt at the wrong time, but there is too much violence in the media anyway.

Six hours and 20 miles later, three shops and two speeding tickets closer to absolute dementia, with eyes like poached eggs and a cramp in my clutch leg, I made it back home.

What does it matter, after all, thought I to myself, grabbing a half-full beer, neatly restraining a gag as I gulped down somebody's cigarette butt, what does it matter that I used six dollars' worth of gas, that the Sow's side is scarred with expensive European paint of at least four tasteful shades, that I clearly won't get any sleep before leaving for the race, even that the beautiful blonde hitchhiker was only interested in saving my soul? What does it matter? Nothing, nothing at all, for I have found the part I need.

And this time, I'll remember my checkbook.

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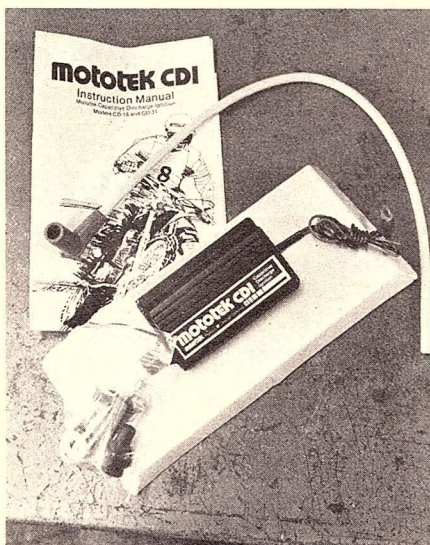
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STUFF

This column is dedicated to the proposition that there are some really swell products floating around that we ought to let you know about. We give you fancified press releases in New Products, but nothing will appear in STUFF that the staff and consultants haven't used themselves. Look for it in STUFF, where the foof goes in before the label goes on.



POINTLESSNESS

One staffer tried a Mototek CDI conversion kit on a Sherpa to eliminate the points and condenser. It's been working fine for many months now, with no loss of performance at critical low-rpm operation. Racers are using the Mototek for its hot spark across the powerband and its high rev capability. Racing outfits like DG Performance and Flying Machine Factory use (and sell) the Mototek units on their high-zoot race packages. Steve's Bultaco has the scoop for setting it up for Sherpas; moving the backing plate alone won't provide proper timing.

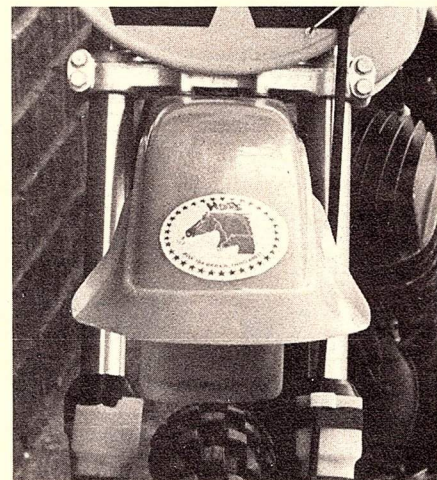
Pre-timed units for Honda CR125, Suzuki RM100/125/250/370 and Yamaha YZ125 bolt right on with no need for messing with the timing. Other models require the use of a timing light and possibly some additional fiddling.

There are two models: the CD-31 which includes ignition coil and silicone HV plug wire (\$54.95) and the CD-15 model (without the ignition coil). It sells for \$43.95. Your

local dealer can order direct from Martek Products, 3001 Red Hill Ave., Building 4, Suite 109, Costa Mesa, California 92626; (714) 751-7901.

TERRY CABLES

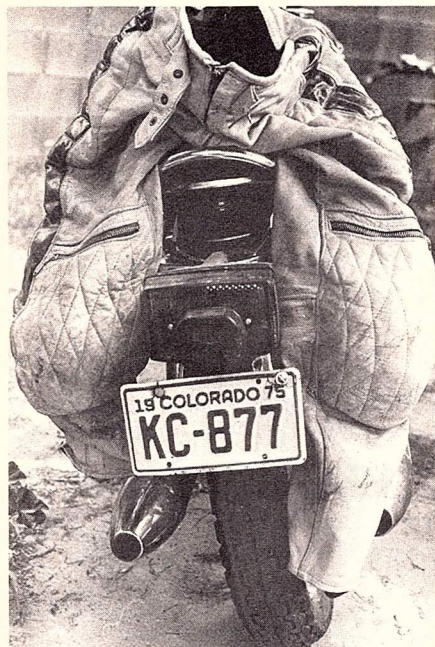
A convenience for the lazy, a sought-after product by the proficient. Teflon-lined Terrycables. No lubrication required; in fact, the manufacturer urges that his cables not be lubricated. Guys like Carl Cranke put them on for the ISDT. One less hassle, and a strong cable to boot. The Teflon means less cable friction and easier operation as well as eliminating lubrication. And they come longer than the stock cables to permit use with higher or wider replacement handlebars. Your dealer can get them from Terry Cables, Box 1321, Hesperia, California 92345; (714) 244-3139. They make cables for just about every bike there is. Ask about their fork kits too.



NOW THAT'S WHAT I CALL A FENDER

This is the same fine unit that you've seen on most of the official Team Suzuki bikes, especially when there's lots of glop on the ground. It's from Hoss Industries and is super-wide up front to keep mud out of your eyes, also a good bit stronger than the stock unit. In fact, it's unconditionally guaranteed and will cheerfully be replaced if you can

break one. We're told that no one has been able to so far. Hoss also makes an extra-sturdy rear fender for the RMs as well as a reverse breather air box. They have several other plastic items available as well, such as universal front fenders, seat bases and stock replica rear fenders for most models. All of their stuff is guaranteed against breakage. Send them a dollar for their catalog. Hoss Industries, Inc., P.O. Box 154, Berea, Ohio 44017.



BILL WALTERS LEATHERS

Strange chemical composite riding pants seem to be the up-and-coming thing. But, as various degenerates and deviates will tell you, there's nothing like leather.

This particular pair of unwashed and aromatic Bill Walters Leathers have seen about a year of service, and, obviously, have held up well under the strain. The knee cups fall readily to joint, as the saying goes, and fit and protection are equal to any.

In fact, the only problem the owner has found with his leathers is the lining, which often leaves him hopping around with a hung-up toe, flashing flowered BVDs to everyone around. The lining does make them easier to remove and, though they could never be accused of being cool on a hot SoCal day, they are about as comfortable as anything of equal weight.

They'll put your name or whatever across the butt at a fair price, too. Bill Walters Leathers, 7359 Varna Ave., North Hollywood, California 91606; (213) 875-3738. ♦

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BITS & PIECES

Continued from page 6

Comfort by Dr. Alex Sex. With foreword by Don Memmot. Forty-seven different ways to upholster for Baja racing. With numerous unexpurgated drawings.

* * * *

Suzuki is running new shocks on their 125 GP bikes that extend through and below the swingarm, giving them an almost fork-like appearance. The shock bolts to a tab at the top of the swingarm.

* * * *

A Z-1 motocrosser? Yep, 1000cc of snarling knobby power. The sidecar rig debuted in Wales in June. Bob Gollner built it.

* * * *

The 1977 Motorcycle Racing Annual, the official professional competition handbook of the AMA, is available from Paul Oxman Publishing, 3629 W. Warner Avenue, Santa Ana, California 92704, for \$5.95 plus 50 cents postage. It's 224 pages, jammed full of motocross and Class C color and yearly championship standings for both sports. Amateur motosports are omitted.

* * * *

New bikes and models. Facts and rumors. The new 326 Bultaco Sherpa has a different seat, thinner (plastic) gas tank, red plastic fenders, taller fifth gear, more rear end travel, black engine, fork legs and handlebars, a front-breathing air box, refined porting and carburetion and a switch to left-side shifting. It may be here by the time you read this.

There's a definite maybe on the XR500 Honda off-road thumper and some new Elsinore motocrossers. Look for several new or significantly modified models in the '78 Honda line.

The new Kawasaki 125 and 250 motocrossers should be out soon. These are the limited production factory replica models announced at the beginning of the year. Look for a KL250, a two-valve four-stroke trailbike.

Suzuki will probably have a new

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IT400	10 1/2"	59.95
CR125 76&77	9 1/2"	59.95

PE, a 370 or more likely a 185, before the end of the year. The new RMs should be available about the time you read this.

True views of the new Rokon Enduro: mag wheels, engine-mounted rear disc brake (reducing unsprung weight on the rear wheel), air box in the gas tank location and gas tank under the seat.

* * * *

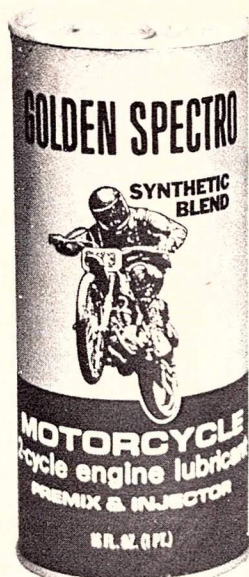


Pong, greater than Kong? From the wonderful people who gave us Pong video games, you too can now attempt to jump 32 buses on a cycle. All in the convenience and safety of your own living room. Sharks are optional. The new video game is called Stunt Cycle. And, if you aren't into buses, you can switch over to the Motocross, Enduro or Drag Race variations. Stunt Cycle includes on-screen scoring, stopwatch timing, real motor and crash sounds (wow!) and those so-dear-to-our hearts J-model waffle handgrips of yesterday. Suggested retail is \$72.95. Check with your local video games dealer or contact: Atari, Inc., 1265 Borregas Avenue, P.O. Box 9027, Sunnyvale, California 94086; (408) 745-2202, Mr. Michael Shea. If you're a real game freak, they also have Video Pinball, Tank, Combat, Space Mission, Air Sea Battle, Street Racer, Indy 500, Video Olympics and Ultra-Pong (with 32 paddle game variations).

* * * *

Jose Maria Bulto, 77-year-old brother of F. X. Bulto, head of Bultaco, died last April, the victim of a extortion bomb plot. Terrorists taped a bomb to his chest and demanded a multi-million-dollar

Continued on page 21



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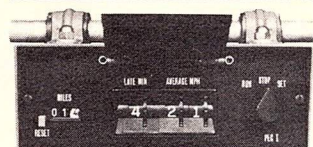
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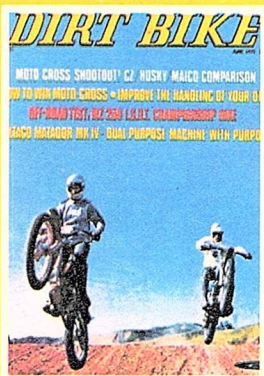
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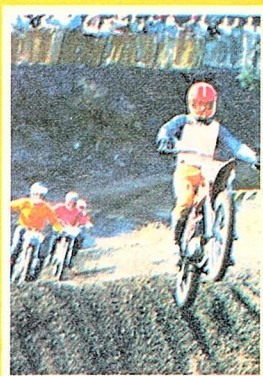
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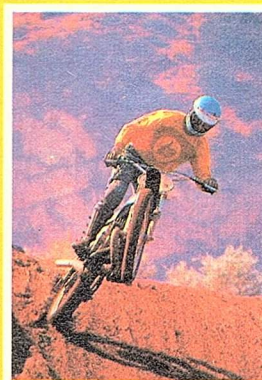
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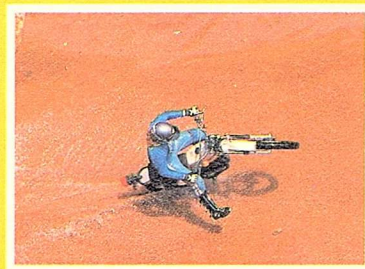
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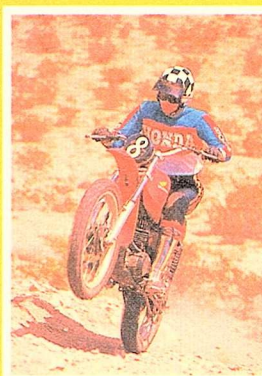


10. JIM CONNOLLY, 250 BULTACO PURSANG

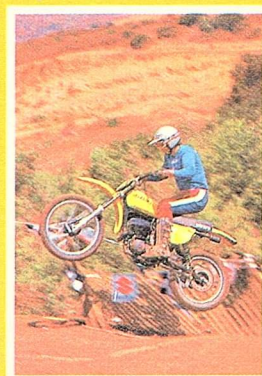


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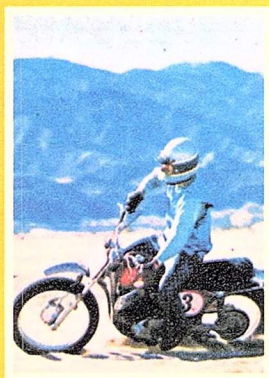


11. AL BAKER ON A 250 HONDA



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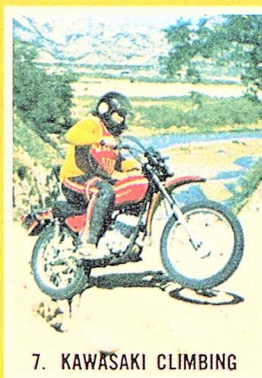


3. JIM CONNOLLY INDIAN DUNES

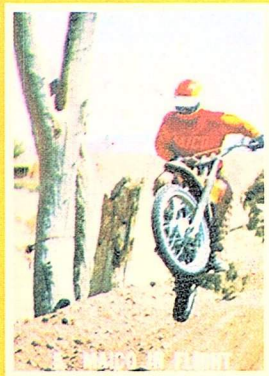
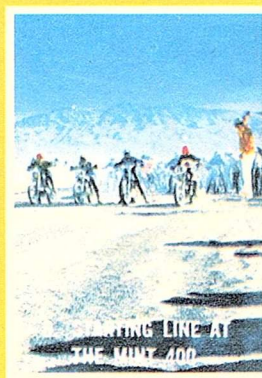


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BITS & PIECES

Continued from page 19

payment for its safe removal. Bulto, who was then released, died later the same day when the bomb exploded.

* * * *



Jonathan Gray, age one, obviously has good taste, as revealed by this unposed, candid photo. His parents, Mr. and Mrs. Luke Gray of Streamwood, Illinois, sent it along, stressing that they didn't pose it. They report that he was particularly interested in the ad for titanium diaper pins.

* * * *

Billy Grossi of Team Suzuki was married on May 31 to Lisa Pereira of Portland, Oregon.

* * * *

For info about the AMA organized ISDT overseas tour departing New York on August 28, contact: Swissair, 20325 Center Ridge Road, Rocky River, Ohio 44116; (216) 333-3288. For info about the AMA organized Trophy/Motocross des Nations tour which leaves New York on September 1, contact: Travel Market, Inc., Busch Corporate Center, 6660 Doubletree Avenue, Columbus, Ohio 43229; (614) 885-7597.

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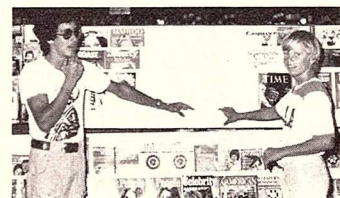
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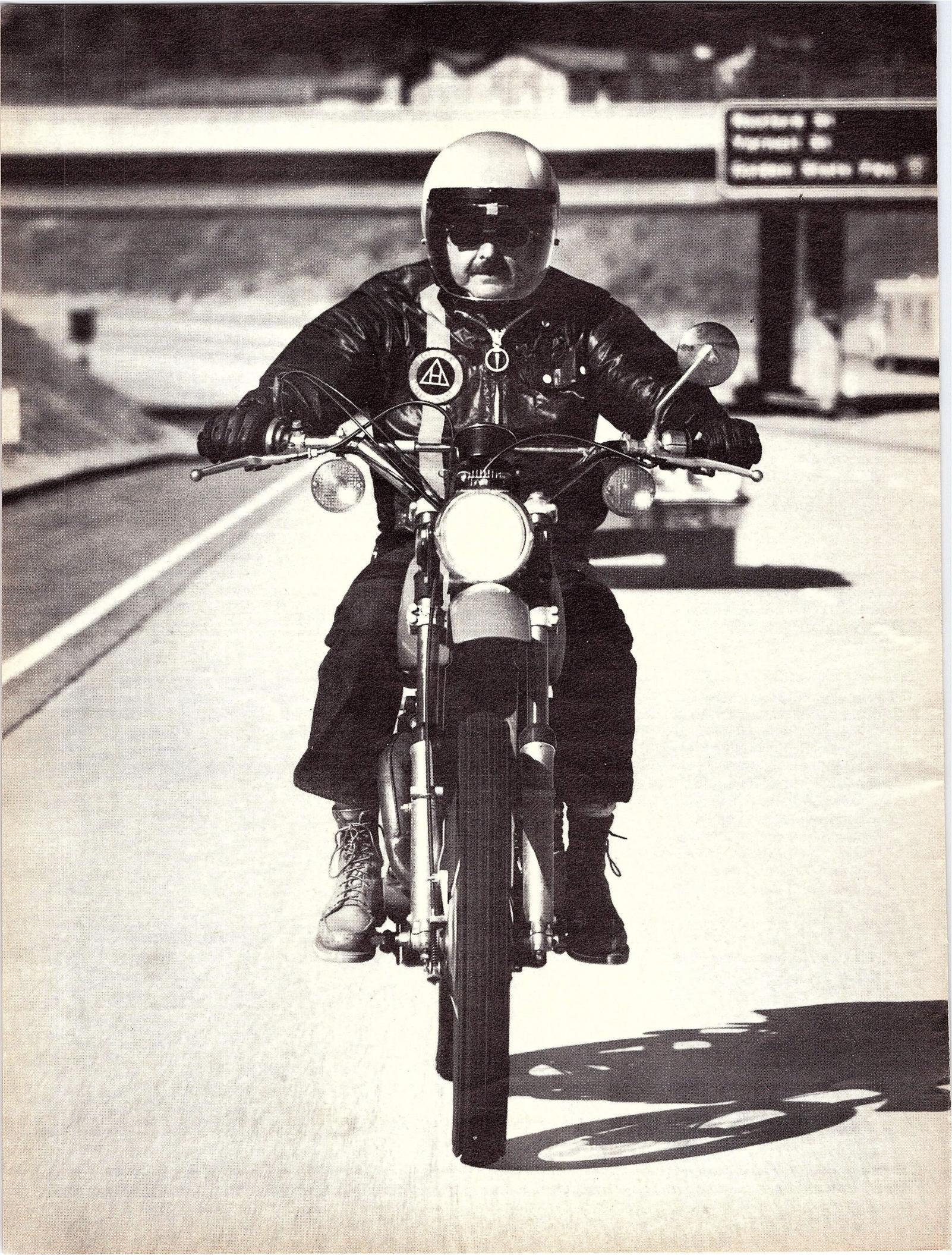
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D7-9

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"Some guys will do anything to prove a point!"

"That's what they said when I told them I was going to ride a Hodaka Wombat from Los Angeles to Denver and back.



"Now, I know 2,370 miles on a 125cc two-stroke bike may not be everybody's idea of a dream vacation, but I had to find out if the new Wombat was everything Hodaka said it was.

"I started out with an absolutely 100% stock Wombat, right out of the crate. It had about 200 miles break-in, and I adjusted the carburetor and taped some solder to the wheels for perfect balance. That was it! I pulled out of L.A. one bright, crisp morning with nothing but some clothes, a couple of spare plugs, and my wits.

"After three days in the saddle and two nights at whatever motel I happened to end up at, I rolled into Denver — a little weary, and glad I hadn't hit any bad weather.

"I rested up a bit, then turned around and started back. Three days later I was home.

"For almost 2,400 miles, all I'd needed was gas and oil, and the Wombat felt just as strong as the day I left — in fact, compression readings before and after the trip were dead-on identical!

"What really amazed me was the way that engine just kept on pulling, whether I was running through the desert heat near sea level, or crossing a mountain pass almost 2½ miles up in the air. With no carburetor adjustments!

"Now, I'm not exactly a novice rider — I won my first 2-day enduro in 1947! There's not a lot in the world of cycling that I haven't seen. So when Hodaka said they'd come up with the ultimate dual purpose bike, I said 'we'll see'. Well, I saw.

"Of course, I already knew Hodaka made great dirt bikes — been riding them for close to 14 years now. In fact, I won the enduro trail bike class for my district four years straight on Hodakas, starting in '69.

"So it was the 'street' half of the Wombat I was really curious about. Now nobody expects a single cylinder 125 to ride like a 1,000cc road burner, but what better way to test it than a nice, long ride through the wide open spaces?

"That's why I did it. And you can call me crazy if you want. All I know is I had a real experience proving that this

new Wombat street/trail machine can really handle the street!"

— Max Bubeck
Glendale, Calif.

Cruel & Unusual Punishment?

We'd like to say right off the bat that we have tremendous respect for Max Bubeck's many accomplishments — including the Denver trip — and we're delighted that he's chosen to compete exclusively on Hodakas for the last 12 years.

But we'd also like to say that we don't recommend the Wombat for too many trips like Max's. Not that we don't think the bike can handle it — we just don't want people getting the idea that every Hodaka rider is a fanatic out to prove a point!

Above all, our bikes are meant for having fun, and in spite of all the victories people have racked up on Hodakas over the years, we always have the average rider firmly in mind when we sit down to design a new bike.

We think most people who buy a cycle for off-road recreation want it to be as versatile as possible. That's why the new Wombat is legal on the road too.

Because what's the point of getting off the beaten path if you have to worry about getting back on it?

High standards: standard

"Built to a standard" may sound a little corny and old fashioned, but at Hodaka it's something we really believe in. That's why you may find a Hodaka costs a bit more than similar-size bikes from the "Big Four". But we think in the long run (like, say, about 2,400 miles) you'll find it's money well spent.

Take the cylinders in our engines, for example. We could build them like most everybody else and just slip an iron sleeve into an aluminum casting. But then we'd face the same problem of power-robbing mismatches between the holes in the sleeve and the ports in the aluminum.

Instead, we use a patented process to cast the iron liner and the ports in a single, seamless unit, then fuse the aluminum to the outside. Our "Alumiferric®" cylinder costs more to make, but we think the top performance, long wear, and efficient cooling it gives are worth it (Max told us that after his trip, the piston and cylinder in his Wombat showed no significant wear.)

Like we said — built to a standard.

Our Table of Contents

It's always seemed a little strange to us how some people will sell you a "do

everything" bike, then turn around and hit you with a long list of extra-cost goodies you need to make the machine do what you really want it to.

We think a bike should live up to its billing right off the showroom floor, without you having to add or replace things. So the Wombat already comes decked out with a lot of the trick stuff you'd pay extra for with another bike.

What kind of things are we talking about? Well...

Starting at the front, we've got super heavy duty forks (the same as on our 250) with over 7¼ inches of travel. Plus "dog leg" control levers with competition quality cables. An enduro speedometer with resettable trip meter. A conical hub brake, and a powerful headlight and signals protected by an electronic voltage regulator.

Moving amidships, notice the racy tank that flows into the seat contour for unobstructed freedom of movement. A see-through oil tank for instant supply checking. A folding shift lever that shrugs off rocks and logs. A sturdy skid plate and splash-proof air box for the engine. And a rugged, wide ratio 5 speed box with Hodaka's unique shifting mechanism.



...and "upright or laid down" mounting positions for the nitrogen-oil shocks, reed valve induction for more low end torque, and wide, comfortable MX-type handlebars, and you've got a machine that's exactly what we say it is — the ultimate light dual-purpose bike.

Just ask Max Bubeck!

FLASH! We've just learned that John Townsend and Bob Brownell of Santa Ana, Calif. took 2nd in the 125 class in the SCORE Baja 1000 — on a Wombat with a 100% stock engine!

For details on the Wombat and other exciting Hodakas from 100 to 250cc, plus the name of your nearest dealer, send a 13c stamp to: PABATCO, Box 327, Sherman Road, Athena, Oregon 97813. Tell 'em Max sent you!

PS We'll also throw in a free HODAKA decal for your van, car, or pickup window.

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HODAKA MOTORCYCLES PABATCO

SCRAMBLING

by Len Weed

WEE BONNIE BERMS



Norrie Lymburn (left), many-time motocross champion of Scotland, and our host, Jimmy Morton.

The day after the conclusion of the Scottish Six Days found us standing in a field south of Glasgow. Mercifully, the heavens had seized — and ceased their overflow. It was a beautiful day for scrambling. Er, . . . motocross. We were at a national scramble presented by the Strathclyde Motocross Club, held at Caldcoats Farm, Newton Mearns.

The plan was to meet up with Jimmy Morton, the Sorn, Ayrshire, bike dealer with whom we would spend our final evening before great silver birding it home. We had spent a couple of days with Jimmy before heading to the trial and he mentioned he was entered in a scramble the day after.

The track was laid out on the rolling hills of the McKelvie farm. Some posts in the ground, some rope, and there it was, a genuine natural terrain motocross track with real grass. The luxurious green of it all dazzled our collective semi-arid



The basic roped posts over a farm field track setup.

IN SCOTLAND



consciousness.

Some of Scotland's top 'crossers, including current scrambles champion Willie Simpson, weren't in attendance. The event had more of a local flavor. In Great Britain the term national refers to eligibility for entry rather than championship status.

The racing began at two p.m. and was over by six. Approximately 160 riders had entered. There was no post entry, all riders signed up by mail prior to the two-week cutoff date. This is standard practice for British events. Entry fees were approximately \$1.75 for Schoolboys and \$2.75 for all others.

The classes were Schoolboys, Juniors and Seniors. British 'crossers under 17 must compete in the Schoolboy class on bikes no larger than 125cc. All the Schoolboys raced together, but there was an age/displacement division within the class. Riders aged 12-13 were on 100cc bikes and riders 14 to 16 were



Fourteen of the 30 Schoolboy entrants were on Hondas.



D. Brockbank's 580 CCM.



Your basic Scottish ambulance and first-aid area.



Figure essers in front of the pit area.

on the 125s.

At age 17 the riders must move up to either a 250 or open bike. Early in the program of 16 events the qualifying heats lumped the Juniors and Seniors together in two different displacement classes — up to 300cc and over 300cc. Later in the day the Juniors and Seniors raced separately, with the 250s and opens being scored separately within each class. Racing ranged from three- and four-lap qualifiers to 15 minutes plus one lap main events.

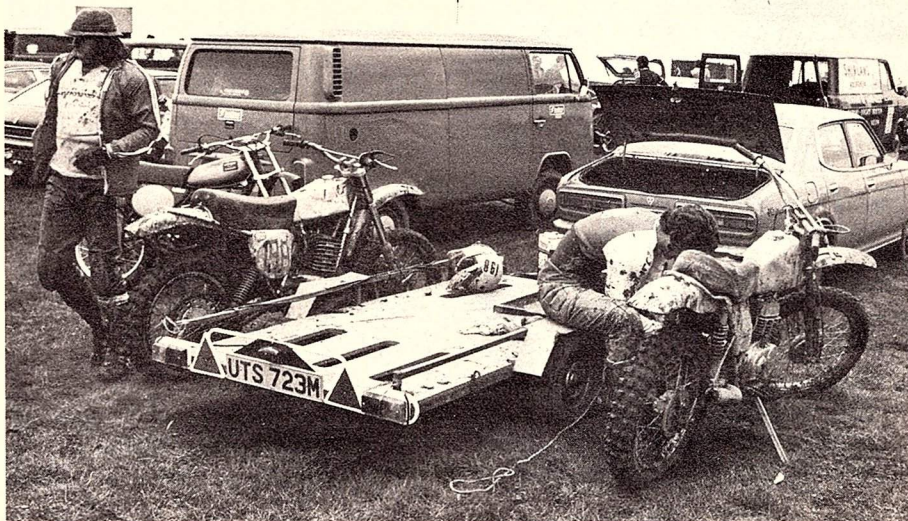
What were they riding? Just about everything we see over here plus some CCMs and a few Chenneys and Greeves. The 100/125 class was virtually all J models, with Honda the favorite. Japanese and European bikes were well mixed among the bigger bikes. Suzuki was the most popular Japanese model, with quite a few Bultacs, Maicos and CZs. Maico had the edge in the open class while Bultaco had maybe



Off the top of the hill . . .



And down the narrow camber. Several riders slid right off the side of the hill.



Trailers are a common sight in the pits.



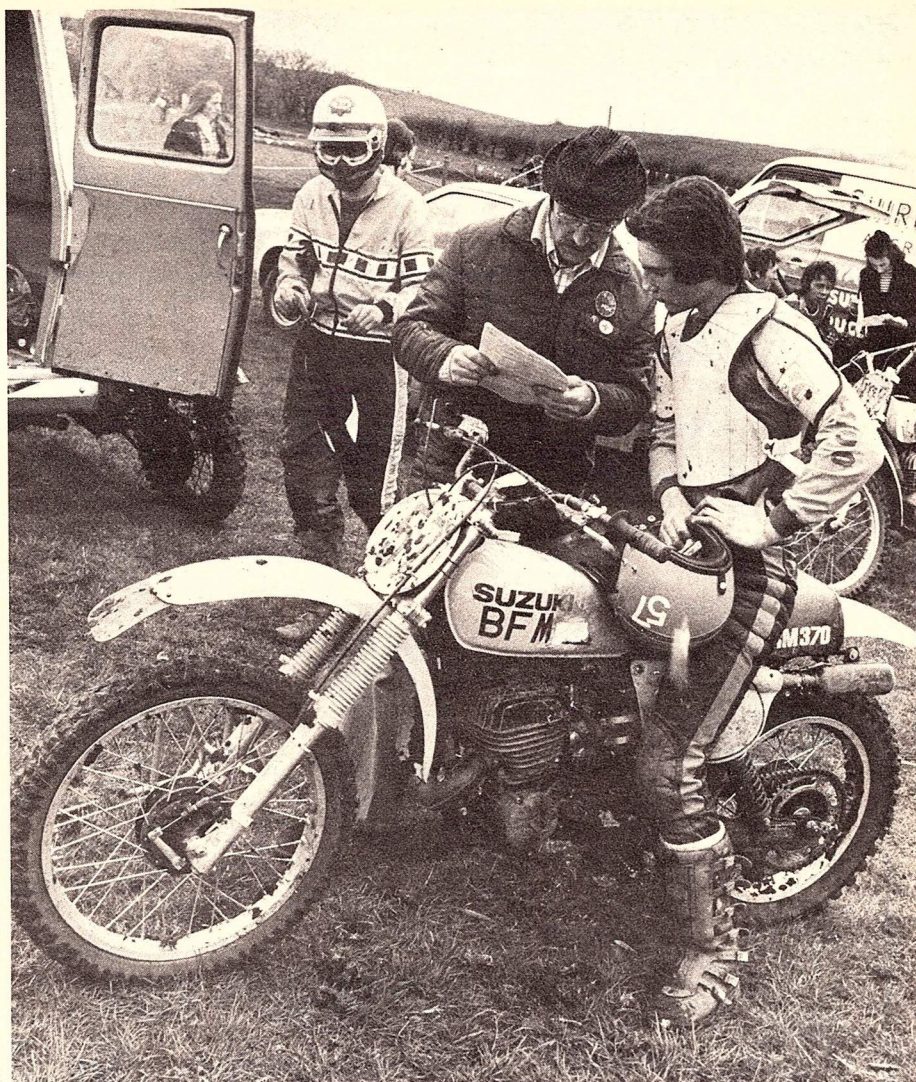
Maicos are popular in Great Britain. These belong to the Knox brothers.



And on the seventh day Bernie was ready for some practice laps, in rubber boots and trials helmet. With him is Robbie Allan and his family. Robbie, whose younger brother Vic was British champion in 1974 and 1975, is Scottish correspondent for *Motor Cycle*, an English bike weekly.



P. Blackhall's 500 CCM.



J. Fleming aboard his RM370.

a third of the 250 entries.

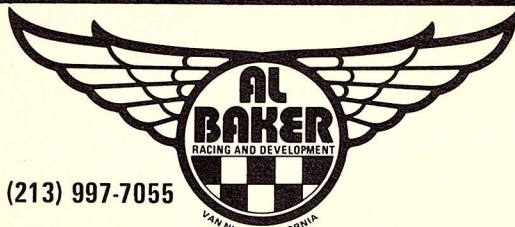
Riding gear. Some riders were decked out in the latest threads while others had more of an early '70s flavor — plain leathers and sweatshirts.

One easily noted difference was the vehicles in the pits. No pickups and maybe more autos than vans. Many riders use auto trailers. A few shoved their bikes in their boots (auto trunks). Gas runs about \$1.50 a gallon in Great Britain, and you don't see that many big-displacement vehicles at those prices.

The racing ranged from youngsters paddling their way through muddy whoops on 80s to some serious moto-vating. All in all, an entertaining afternoon. And the green grass, like nothing found in Southern California. Real green. Velvety, radiant green grass. And thick, loamy, rich brown soil. No dust. Just green and brown and pure blue sky. With clouds . . . Sigh.



Scotland's answer to Larry Huffman.

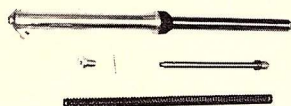


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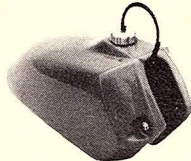
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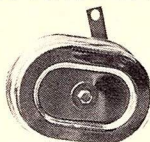
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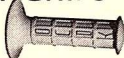
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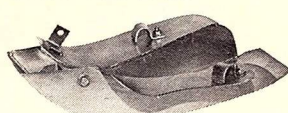
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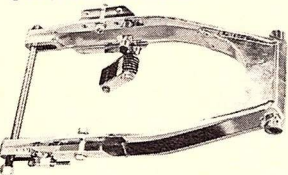
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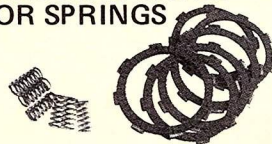
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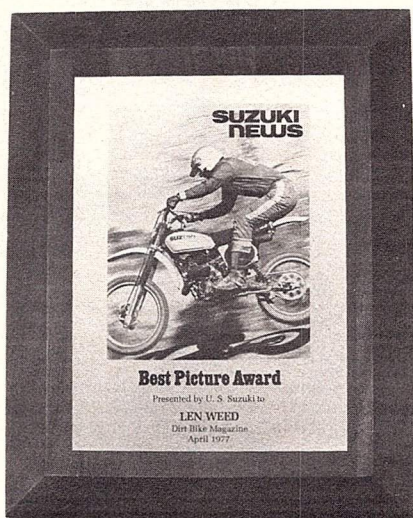
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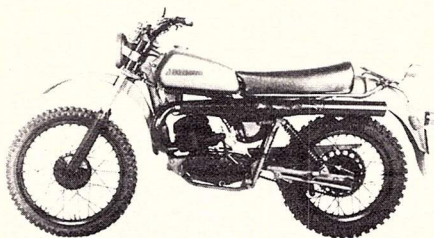
Continued from page 21

year in the Rallye Cote d'Ivoire-Cote d'Azur. It's a timed rally, with special tests every day, just like the ISDT. The bike class was won by Gilles Comte on an XT500 Yamaha this year. We heard about the event from Gilles Mallet who, along with U.S.A. correspondent Francois Bourret, visited the mighty, plush, well-lit DB offices in May. Gilles is the Editor of *Moto Verte*, a French publication that covers off-road motorcycling. Turns out our guest won the bike class in 1976 aboard a stock Honda XL250. He told us that a 6000-mile rally is in the planning stages for next year. It would start in New Orleans and traverse Mexico, Central America and South America.

* * * *



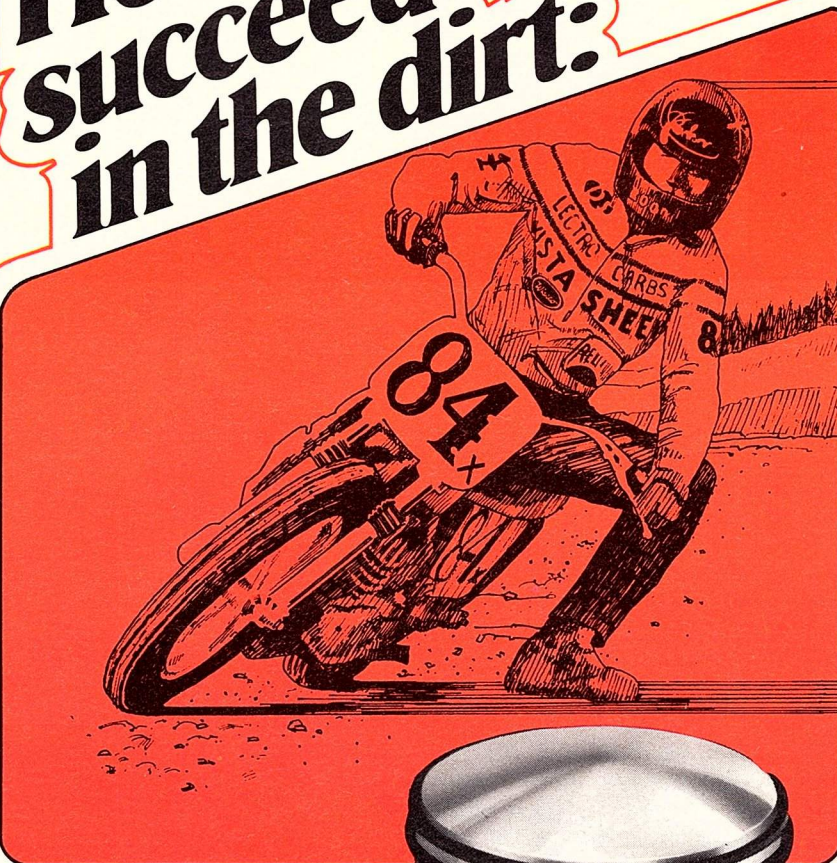
* * * *



You're looking at the Husqvarna Military 250 Automatic built for the Swedish Army. It was this contract that led to the development of the big-bore auto imported to the U.S. Dry weight is 236 pounds.

SEPTEMBER 1977

How to succeed in the dirt:



Switch to the Wiseco FMX. Forged for racing!

It's the strongest, lightest piston available . . . engineered to give you more power!



True! Wiseco FMX forged pistons, combined with SuperStrength rings, give you more power. The rings fight power's worst enemies — heat and friction. You get the most efficient performance possible; FMX piston construction means minimum expansion, greater piston skirt control, best combustion chamber heat transfer to the cylinder walls. The SuperStrength rings have outstanding sealing capabilities; they fight power's worst enemies — heat and friction. Know some of the winners who depend on the Wiseco FMX? Ted Boody, Daryl Hurst, Garth Brow, and Bart Markel — to name a few. How about you?



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To many, the open class is what motocross is all about. Knowing that there is always plenty of power on tap is as much a psychological advantage as a physical one when it comes time to make your move or to get you out of a sticky situation. Big-bores give you good, smooth, usable torque that lets you get on the gas early and accelerate out of corners gracefully with a minimum of time lost to shifting. In the later stages of longer motos, when small mistakes begin to creep up on you, you'll find that lost seconds can often be regained by charging a little harder in one section or another. On top of all that, they're generally less often in need of top-end work to keep their performance up because they operate in a lower rev range.

What we have here before us is one fine example of a 500 class motocrosser. The Adolf Weil Replica 400 fills the power requirements to a T, and comes equipped with a fair amount of outstanding handling characteristics as well. As with the 250 we tested in March, many improvements have come along with the new red and black color scheme in the areas of suspension, power and detailing. In fact, our 400 even has some improvements over the Maico we had just a few months ago.

ALONG WITH THE RED PAINT . . .

Minor improvements to the chrome moly chassis include the addition of gussets to the top rear engine cradle, behind the footpeg mounts, and to the inside rear of the swingarm shock mounts. The tail section was also modified slightly to accept increased rear wheel travel. It's good to see the left side of the frame uncluttered by the canning of their ridiculous side-stand.

The sand cast lower fork legs that gave us some problems on our 250 have been replaced by pressure die cast units. Each leg holds 350cc of oil and the actual axle travel was

*More than a
new coat of paint*

by the Staff of DIRT BIKE



REDDER AND BETTER

'CROSSING



MAICO'S AW400

MAICO AW400

measured at a full 224mm, or 8¾ inches plus.

Gas Girlings are found attached to the rear, far forward and laid down. Some sorting has been done here, as the spring and dampening characteristics are much better matched to the bike than those on our 250.

Both hubs are of conical design and are made of aluminum alloy. Around these hubs are laced either green label Akronts or Borrani rims, depending on availability at the time of assembly.

After looping the 400 and laying it down a number of times, both the front and rear fenders were creased and distorted, but not broken. Their oversized dimensions and strength assure adequate protection for the rider.

A similarly tough plastic material is used for the air box. Filtering duties are handled by a fair-sized oiled foam element held in place by a single locknut. Protection for the top of the air box is provided by a tall and very firmly padded seat on a plastic base. Mounting bolts on either side of the seat are a welcome improvement over the old single rear bolt mounting method.

The unmistakably Maico-shaped aluminum alloy fuel tank holds a

full eight and a half liters, more than enough for 40-minute motos. A single petcock replaces the dual-tap arrangement found on earlier Maicos.

A quick look at the engine will tell you the whole story behind the powerplant improvements on the '77 AW. There aren't many. Within the cobby cases and castings you'll find the same porting layout as last year's 400.

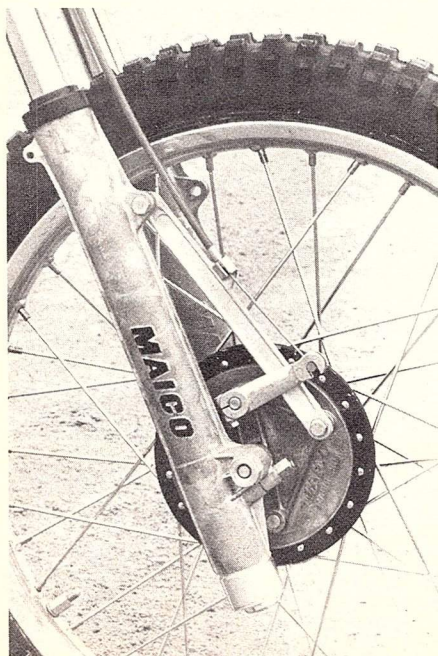
A triplex chain connects the heavily flywheeled crankshaft to a five-speed gearbox. Chains are not our favorite sort of primary drive, but with regular intervals of inspections and replacement it will

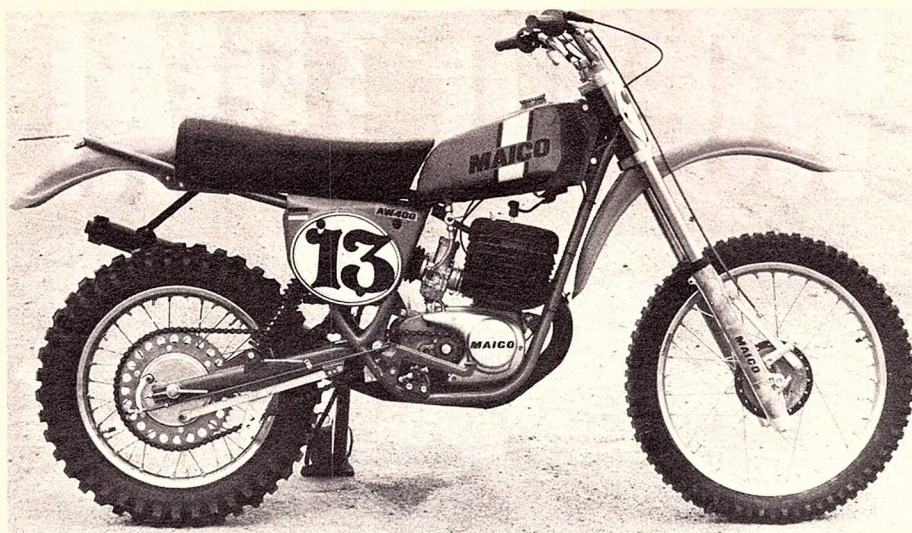
suffice.

The right-side engine case which protects the points and generating coils is now stronger around the countershaft sprocket area to help prevent damage by a thrown chain.

Mixing the proper proportions of fuel and air is handled by a late-model 36mm V54 Bing. It features a rubber-tipped float needle and a large-diameter needle and jet combination for improved atomizing.

A newly designed expansion chamber is found, of all places, wrapped under the engine, ending up on the left side.





Updated old world design.

GETTING IT DIRTY

As is becoming a habit with us and Maicos, our initial test session was not without mishap. After just five easy warm-up laps Sherman came rolling in with seven broken spokes up front. We loaded it up in hopes that we could pick it up the following day so we could race it, and away it went.

Just then Len and Zeal returned from a trail ride. Zeal was shouting, "Where's the Maico? Did you guys break it already? I'll never get to ride one of those things with you two around." Len, laughing, "You mean he didn't bring any extra spokes after what happened last time?" There we were, dressed for moto and all we had to ride were a couple of small-bore foof trailers. Disappointed? Us? No!

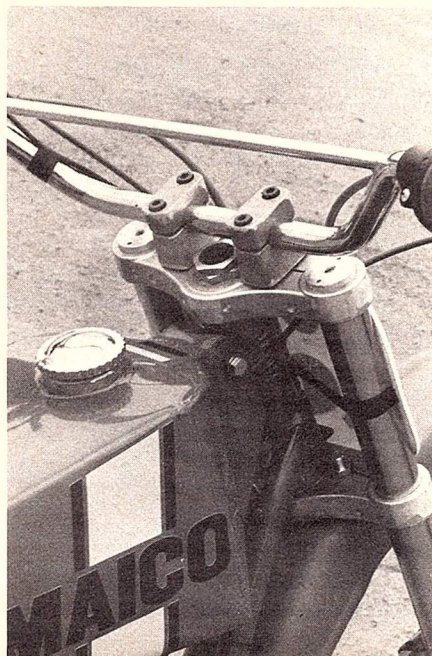
Standing on the left and kicking with the right foot is the standard starting procedure. Any other technique may prove to be hazardous to your health. The Mighty M can be started in gear. It almost always fired in the first few kicks.

The clutch action is decidedly heavy and would rapidly render your left arm useless if clutching was required for each shift. Luckily, a firm uplifting motion of your boot will snick it into the next higher gear, and usually without backing off completely on the throttle. No doubt the gears would last longer if you used the clutch, but you'd have to have arms like Popeye to do it. There must not be enough mechanical advantage to the clutch actuating mechanism, and lighter springs will let it slip. Trying to snick it into neutral with the engine running is good about

one try in 50.

Because of the large flywheel mass, you have a slight advantage on starts, as you are able to blitz off the line in second gear on all but the stickiest surfaces. We need not tell you how important starts can be, especially on dusty or muddy tracks.

The acceleration rate and power are unmistakably open class. It pulls smoothly from the bottom, then the torque comes on increasingly stronger through the mid-range. From there, the transition is very mellow into a deceptively healthy top end. There's not a hint of peakiness anywhere in the powerband, making it one of the easiest-to-ride open bikes we've tested. But, smooth and powerful as it is, the 400 is not as quick as some other big-bores we've ridden. You



The kickstarter pedal has been rounded off so that it no longer gouges your ankle. Footpegs fold at an awkward 70-degree angle.

make up time on a Maico by being able to leave the throttle on longer in various situations.

On the varied track surfaces we tested on, it was obvious that the traction characteristics of the Metzlers front and rear had much to do with the bike's acceleration and overall handling. Our task of evaluating machinery would be just that much more precise if each unit we tested came with a similarly fine set of meats.

The handling traits on which Maico has built its reputation are clearly present in the '77 AW. Its steering is very precise. Once the wheel is pointed in the right direction the rest seems to happen automatically. Precise, yes, but not as easy as it should be. There is a certain weighty feeling radiating from the steering that's characteristic of this German brand. It's hard to explain exactly. Turning requires just a bit more effort than on almost any other bike, and this becomes much more noticeable when you take the bike out onto a sand course.

Sliding the 400, whether under power or in a braking situation, is a confidence-inspiring experience. The front wheel drifts in a consistent and predetermined manner each time. Likewise, the rear end nearly always tucks in and gives you a feeling of control. That is, until the shocks warm up.

The Gas Girlings do a great job of keeping the rear tire hooked up while transferring a minimum of

Continued on page 56

WAGNER
CUP

U.S. WORLD TRIAL

Charles (Charlie Custard) Coutard, a 132-pounder from the land that gave us the Statue of Liberty, ended the three-year world win streak by Yorkshire riders in the U.S. and started one of his own. The victory in Michigan was his first in world championship competition and moved him up to fifth on the points table. The Bultaco factoryman, who passed on the Scottish Six Days earlier in the month because of a forearm injury, had just clinched his seventh consecutive national championship before planing over.

Coutard, a popular champion in France where trials enthusiasts outnumber enduro riders, tied U.S. champion Marland Whaley on the first loop with a score of nine. He then pulled away from the teen thumper on the second circuit to finish with a score of 23.2, the lowest winning world total this year. In five of the preceding half-dozen events winners' scores have ranged from 64 to 136. That 136-point trial, won by Lampkin in Germany, was a heartbreaker for Coutard. He finished fourth on score, but was excluded on time (three minutes late) and lost eight championship points.

The winner did have one jarring moment when his chain came



Charles Coutard.

asunder and his spare links did not fit. Points leader Malcolm Rathmell came to the rescue with a spare.

The big news on the American scene was Whaley's second straight second in world competition — he was runner-up to Martin Lampkin last year at Gold Bar, Washington — and the placing of five Americans among the top seven finishers. And those five did not include Californian Bernie Schreiber, ranked fifth in the world as the trial began. Bernie had a fingernail ripped off by an unfriendly rock at the beginning of the second loop and slipped off the leader board. He finished 12th, his first placing below fifth in five championship rides.

Whaley's second gave him a first in the national round run simul-



Mike Griffiths picked up his FIM license the morning of the trial and ten big world points.



Debbie Evans confers with Mick Andrews about riding over or between the rock and the log.

Coutard wins; Whaley, Griffitts, Eggar, Sweet and Leavitt grab five of next six slots

by Len Weed



The section with the rock and the log. Marland went between, many went over. One European's description of the section: there was a freeway and then a rock and a five.

taneously. National and world riders rode the same 25-section, 20-mile loop twice. Our champ's national win extended his streak to five over two years and made him two for two in '77 competition. By placing ahead of Lampkin, the Honda teamster became the second American to have beaten all of the world's top riders at least once in championship competition. Schreiber was the first to achieve this distinction last March. As this is written it looks good for Marland to contest the final four world rounds overseas beginning in late August.

Mike Griffitts responded to his

renewed Montesa ride with a third place. Griffitts, who did not ride the national series last year, after placing eighth in 1975, finished just 2.3 points behind Whaley.

Martin Lampkin was the only other visitor to place in the top seven. He took fourth, edging Honda teamster Mark Eggar on cleans. For Eggar the results were doubly disappointing. Not only was he edged for fourth, but he had selected Michigan as his excluded national round. It cost him third place points in the national series.

Don Sweet, who rode the first six world rounds overseas, took sixth. His best placing in Europe was an 18th in West Germany. However, Don's excursion last February was hampered a bit by the fact that he had not been on a bike since



Mark Eggar showing some SoCal stylin'. Team Coordinator Bob Nickelsen led the national senior class, his second win in three rides.



Martin Lampkin didn't get much of a chance to blast his 348 up many stony climbs.



Bernie Schreiber. The Clise suit he's wearing will be imported by Bultaco International. One young admirer, obviously a DB reader, was seen wearing a T-shirt that read: I'm Schreiberized.

November. Notified of the trip about three weeks before departure, he was unable to practice even then because he was snowed in. Lane Leavitt finished just two-tenths of a point behind Sweet, taking seventh place.

The event was presented by the Michigan Ontario Trials Association in the flat, forested farmlands some 80 miles north of Detroit. The association, made up of 12 clubs with some 500 members, presented the unofficial national championship events in 1972 and 1973, both won by Lane Leavitt, before formation of the AMA-sanctioned NATC national series. This was the first year that the Wagner Cup world round has been combined with a national event.

MOTA was formed in 1966 and has been quite active on the trials scene. They hosted Sammy Miller in 1968, Rob Edwards and Mick Andrews in 1972, Geoff Chandler in 1973 and two-time British champion Gordon Farley in 1974. Two of the nation's top ten ranked riders for 1976 are MOTA men: Bob Hopkins (seventh) and Terry Cheney (eighth).

The international, sponsored by *Cycle News* and quietly supported by a large contribution from Bultaco International, drew 29 riders, just 14 Americans. Entries, including all three national classes (championship, support and senior)



Malcolm Rathmell has been riding with pain-killers since March after aggravating an old motocross back injury. Eyeballing his bike: the swingarm is a half-inch shorter, the bottom shock mount is moved up and back some to allow for a longer Betor shock. The handlebar clamp is set back farther than standard. Foot pedals are reversed for right-side shifting.

totaled 93.

Debbie Evans made her national debut, but did not enter the international. She finished 24th, ahead of eight competitors. A checker at one of the tougher climb sections told Debbie that she had gotten farther up than any other rider who didn't make it. That made Deb and her li'l 175 Yamaha happy.

Two-time Belgian champion Jean

Lejeune privateered his air fare over. He finished out of the points, in 13th. Another temporary privateer of sorts was Mick Andrews. Yamaha did not support him for the American round and shipped his bike to Canada for the event the following weekend. Andrews rode anyway, but finished off the points table in 14th, aboard a production bike. It has been a disappointing year for the two-time European (world) champion who finished fourth in the world last year. He currently stands fourth in the British championship series but has scored few world points.

Two years ago it was Andrews who ran afoul of customs problems getting his bike into the country, but two of his countrymen had the



Don Sweet, approaching the exit of section 11, a climb which began along the bank of the Black River seen in the background.

grief this year. When Suzuki teamsters Nigel Birkett and Chris Sutton arrived at U.S. customs they discovered that the travel forms for the bikes had been left in England. Somehow England garbled their message and started looking for the bikes rather than the forms. The pair had to wait until the forms were flown over the next day. They arrived at the trial after Birkett's start time with Nigel's bike half apart in the back seat and Sutton's machine in the trunk of their rent-a-car.

Four of the top five ranked world riders finished between eighth and

12th. Most of the visitors were surprised to see five other Yanks place so well, while Schreiber, whom they had seen stand up with the best in the much more demanding continental competition, finished back in the pack with Karlson, Rathmell and world champion Vesterinen. Their general feeling was that the event was not tough enough to fully sort the riders. Earlier rounds in Europe had been flat-out races around the loop with often humongous section challenges and little time for inspection. The Michigan round reflected the NATC's preference toward lower point trials with all sections attemptable by the less talented riders. Last year's trial in Washington also had a 25-point



Lane Leavitt, who won the opening national, rests in second in the U.S. standings after three of the nine rounds.

winner but was praised by most visitors. Curiously, Michigan's best rider, Bob Hopkins, was not employed as a section consultant. Last year's round in Gold Bar utilized Marv Heath, that area's best rider, as section coordinator.

While some might question a trial that saw many world-proven riders finishing down in the order, one fact does remain — on a given day at a given place five Americans added their names to the world points chart, placing ahead of some of the world's best riders. Whaley's second put him 12th on the world points table. If he picks up the European circuit in August we could possibly see a second American join Bernie Schreiber in the world's top ten. Wouldn't that be quite a feat for US?

RESULTS

U.S. World Trial
Jeddo, Michigan
May 29, 1977

		Total
1. Charles Coutard (Fra)	Bul	23.2
2. Marland Whaley (USA)	Hon	31.6
3. Mike Griffiths (USA)	Mon	33.9
4. Martin Lampkin (GB)	Bul	35*
5. Mark Eggar (USA)	Hon	35
6. Don Sweet (USA)	Mon	39.8
7. Lane Leavitt (USA)	Bul	40
8. Ulf Karlson (Swe)	Mon	40.2
9. Malcolm Rathmell (GB)	Mon	44.3
10. Yrjo Vesterinen (Fin)	Bul	44.4
11. Manuel Soler (Spa)	Bul	48.6
12. Bernie Schreiber (USA)	Bul	49
13. Jean Lejeune (Bel)	Mon	56.1
14. Mick Andrews (GB)	Yam	57
15. Bob Hopkins (USA)	Mon	59.1
16. Nigel Birkett (GB)	Suz	60
17. Chris Sutton (GB)	Suz	65.6
18. Terry Cheney (USA)	Bul	77.9
19. Bill Burgener (USA)	Bul	90
20. Martin Belair (USA)	Mon	103.1

*best on cleans

DIRT BIKE **test**

by the Staff of DIRT BIKE

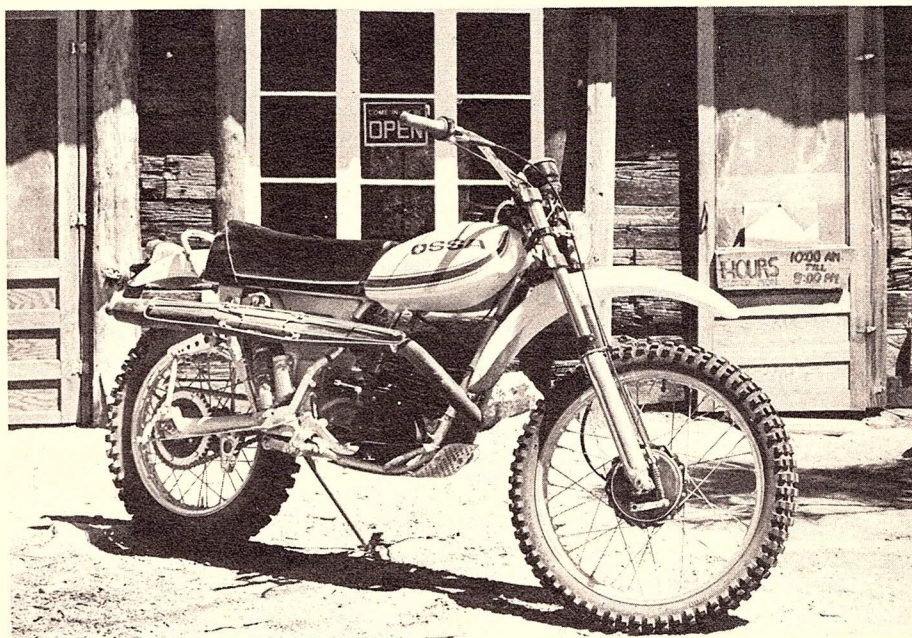
For a company distributing off-road motorcycles in America in 1977, Ossa is, to put it mildly, unusual.

Take their motocross effort, for example. Most factories, when considering contending the World GP circuit, buy flash riders, names already household words to every fan worth his boots, and then ballyhoo the effort with ads,

promotional programs, everything possible. This year Ossa, quietly and without fuss, sent Marty Moates to contest the World 250cc Championship.

Marty who?

Right. Unless you happen to be a Californian (and DIRT BIKE realizes, unlike some magazines, that not everyone is), you probably hadn't heard of Moates before news



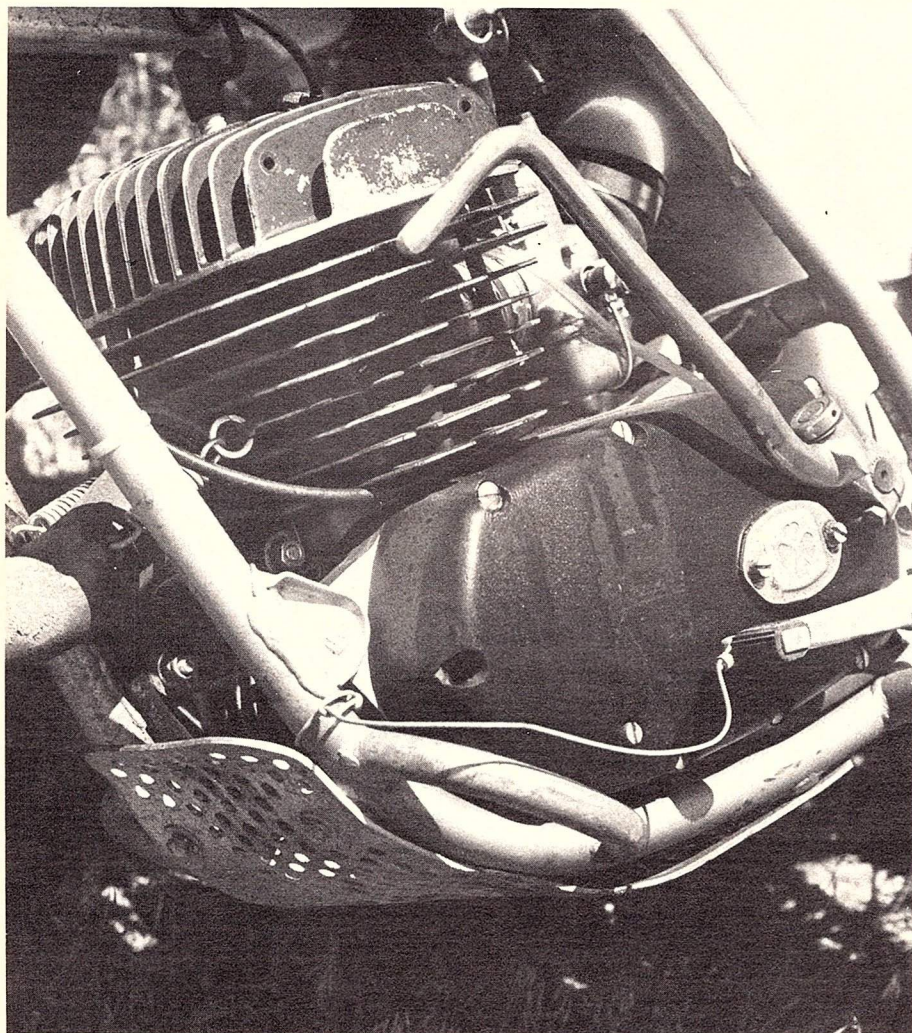
*The
Super Pioneer
Grows Up*

OSSA 310cc



MOUNTAINEER

OSSA 310cc MOUNTAINEER



Healthy skid plate and crash bars protect all of the valuable internals.

began to come out about his European plans. The Ossa folks saw him, liked what they saw, and decided to give this relatively unknown rider **THE CHANCE**.

Marty's doing quite well in Europe, thank you. After this baptismal year we can expect to see him doing even better. Many companies would likely still have him riding the Support class in the U.S. . . .

See, Ossa is strange.

They also took an unusual approach in building their first big-bore enduro bike. Rather than

take the chances of failure that go along with any revolutionary change, they simply applied evolution to their already successful and competitive Super Pioneer. (See **DIRT BIKE**, August, 1977.)

TAKING A PEAK . . .

The appearance of the Mountaineer is decidedly Ossa. That is to say that it is an attractive motorcycle from a company that is known for building good-looking machinery. The three-gallon fiberglass tank is of a "traditional" shape, oval and tapering, and almost reminds one of the tanks on the old BSA works machines. The scheme of the tank,





and of the sidecovers, is white with red accent stripes. White fenders, and the traditional Ossa silver frame, complete the package.

The Mountaineer is designed to be a practical enduro mount. As such, it has a good, sturdy grab rail above the rear fender, and features a strong skid plate with tubular bash loops ahead of the cases. The lighting is sturdy (we didn't break it), and a good speedo-odometer combination is standard equipment.

Technically, little separates the 310 from its 250cc brother. They share frames, gearboxes, suspension components (in stock setup), everything, in short, save the seat-tank combo and the engine-carburetor-exhaust pipe package.

The basic 250 Ossa engine, which began life years ago as a 160, extends itself a bit further with the Mountaineer. By enlarging both the bore and stroke (to 77mm by 65mm), Ossa has built an open class machine that is scarcely any heavier than their 250 Super Pioneer. The Super Pioneer is the lightest 250cc enduro bike available.

For those Pioneer owners dreaming of transforming their bikes into open-classers, we have bad news. The cases are different, and the location of the cylinder head bolts has been changed, making an easy swap out of the question.

Pipe and carburetor changes (to the 32mm Bing, which incorporates a choke) have been made to let each work effectively with the increased displacement.

The most interesting change in our particular Ossa is an option. There has been much speculation in print about the abilities of the Bolger rear suspension setup since it was first introduced at the 1975 Anaheim Trade Show.

Essentially, the Bolger package incorporates the old leverage principle ("Give me a lever long

Continued on page 66

JIM



POMEROY

America's first Grand Prix winner comes home

PART ONE

Spain. April, 1973.

Twenty-year-old Jim Pomeroy, a previously shop-sponsored rider from Yakima, Washington, riding his first world GP, wins the first moto. Bedlam ensues outside of Barcelona. And then the unheralded bermshooter crashes and remounts to take a fourth in the second moto to win the Grand Prix. The first championship win on a Spanish bike has the Spanish crowd really pumped. The first championship win by an American had Pomeroy equally pumped.

Four years later "Bimbo" is back in his homeland, riding the 1977 national circuit for Honda, taking what he hopes to be a one-year breather from international campaigning. We spoke to him the Monday before the USGP at Carlsbad. It was his first real workout on the 500 class Honda. Six days later he became the first American to win a world 500 moto in the U.S. and the first American to have posted moto wins in both 250 and 500 competition.

Before getting back to that auspicious debut in Spain, let's take a peek at the past and get the usual how-did-you-get-started conversation out of the way.

My first bike was a Yamaguchi 55. I was 11. Then I moved up to a Yamaha 80. It was their first model, in 1964. They were indestructible, supposedly. I was the only one I've ever heard of who broke one of those pressed frames in half.

When did you start racing?

I bought my first racer when I was 15. I had to sponsor it myself because my dad was against my racing at the time even though he had been a successful racer himself. I started winning pretty regularly and riding for any shop that gave me a bike. Mostly Bultacos. I didn't

have a ride for about six months though, when I switched to a Maico to win a championship after my Bul broke. It was Terry Saxland at University Honda/Bultaco in Seattle who put me back on a Bul. He really helped me a lot. I always had a really good machine and he let me race anywhere. He sponsored me on the National circuit in '72. Then near the end of the year Bultaco approached me about racing in Europe.



Taking the checkered for his moto win at Barcelona.



The main thing was Brad was going over on the Kawasaki and I was going over on the Bul. I wanted to be in the 500 class but Bultaco didn't have a 500. So I got put on a 250. And then when I won the first Grand Prix. Well, shoot . . . I didn't even have a contract until after I won the Grand Prix. I was still with University Honda. I had their jerseys and everything.

How did you feel before that race?

I felt I was in really good shape. The thing then was I didn't know

“
You don't get
anything out of it if
you just go out
and break.
”

any better. I was just going balls-out and wide-open, and if I didn't crash I was going good. It was just like Hannah. I mean I was 19-20. I was just like everybody else that age. Just going as fast as I possibly could. I'd get myself in trouble and I'd go down. I wasn't looking for lines, I was just looking straight ahead. I won the first moto and ended up fourth in the second after falling.

How many world wins do you have?

I won the Belgian Grand Prix in 1975. One moto there and Spain and a moto in Poland and two in Italy. Five motos altogether. 1974,



“
**You know how
you get that
adrenalin thing up
your spine . . .**
”

if you remember, is when I never finished a moto. Trannies all the time. I finished I think two or three motos. I went from seventh the first year, to something like 14th, to seventh, and then fourth last year.

What was the crowd like in your first ride in Spain?

I led from the first lap — like I got fourth off the line. And then a big downhill and a giant uphill sweeper and I was just taking my own normal line from practice and I was on the outside line and I just dove down and went around Hakan Andersson who was leading it and all of a sudden I was in first and I couldn't believe it. You know how

you get that adrenaline thing up your spine and you go: *woooooo!* I couldn't even believe it. I'm going: “Wow, I'm in first!” And I'm thinking: “Don't try and win the race in the first lap,” because everybody tells you that. What a way to start. It's pretty crazy for sure. There were about 120,000 people there and it was the first time a Spanish bike has won a moto and it was by an American underdog. Even after that it was still hard. Racing in Europe is a lot different than here. I come back home to all these Nationals and everybody's raced the tracks for the last four years, two or three times a year, and they have a lot of them really wired. It's hard because everybody goes really, really fast back here on their tracks.

That's the thing. You were fourth in the world last year and you come back and you finish third in the 250 Nationals.

The Americans are really fast. You can't take anything away from them. I'm American, you know. The 250 Nationals. I got started and I went: “Wow, there are only two left and it's only been a month and a half.” I've been used to racing the last four years in a year's series. You don't care about a guy who goes fast for a month because that's his little hot streak and he's not going fast all year long. If you add up my points with Supercross and 250 Nationals I'm doing better than anybody else. But still the first time I got on a Type 2 250 was in Orlando the week before the Supercross. Then four races through the Supercross we got these new 250s and then we got another new 250. That's three so far this year.

You're on your third 250 already?

Yeah. Today is the first I've really ridden a 500. I can feel the difference.

How was the adjustment coming over from the Bul?

I seem to have gotten on them OK. Like I'm not doing bad. But I'm not doing as well as I expected yet. I'm just trying to keep my head straight. Right now it seems I'm being run around so much. All the promoters and Honda. I've been flying back and forth to so many places. I haven't had time to keep up with training. I've always had a bike for practice that was similar to my race bike, but this year I haven't had one yet. In January I was on

CRs. You have to ride a bike for six months or so before you even get the super confidence that if the bike goes sideways you can save it. You have to have a feel for a bike.

Was there much difference between the three works 250s?

Oh yeah! Frame geometry. Power. Type 2 was just wide-open, a revver, and then this new one was just all torque and bottom end. It didn't even have any top end. So it was just completely different.

Do you have a preference in powerbands?

Just about in the middle of both would be great.

A torquer that revs?

They're working on them now. I was really happy with my other bikes. Super-easy to ride. When I first came out here and started testing they wanted to know this and that. And I said I had to get to know the bike totally before I could say what I wanted to try. Now I'm feeling a lot more confident with the bikes. I feel that before the end of the year I'm going to be going a lot better, for sure.

What's the schedule this year? Everything in America?

Right. And next year — I haven't made those plans yet. I'd like to go back to Europe, but it depends on how well I do here. I didn't want a two-year contract.

If you go back to Europe, which class?

It's going to depend. The 500 class seems like it gets the most publicity.

And you don't have to go spend that month behind the Iron Curtain?

Yeah, exactly. It was burnt there.

How is American racing after four years overseas?

It's so much more casual over here. I have a hard time keeping myself straight to stay in training. All these promotions, banquets and parties. America is so casual and so good and it's so easy to do things. It's hard to concentrate. If you're in Czechoslovakia you just train.

Have you noticed changes in the American riders?

I think the Europeans still have a little more experience as far as lines. As far as speed and aggressiveness, no way. I don't know anybody that's more aggressive than somebody like Hannah. Almost everybody here charges really hard. I've seen Gaylon (Mosier) charge

really hard and Marty (Smith) and . . .

I can look down the row at a Trans-Am and there are maybe five guys I have to worry about. In Europe there're about 15 or 20 of them. In the Nationals you see the first five and then a spread and then five more. In Europe you don't see that spread among the first 15. And when you get that many going so fast you have to change lines in the middle of the moto because the track gets so rough. You have to have your alternate line ready. Even if you haven't seen it you have to be looking around for it, watching other riders all the time.



Like over here I can keep my same line for a whole race and even for the second moto.

So far this year every National I've been to has been dustier than hell. Get a bad start and you have to go three laps of just backing it off trying to get through and finally when you do they have a 40-second lead on you. And how are you going to make that up? I've done that at every National this year. Get a bad start. I can cut it to maybe 25 seconds, but I'm no superman.

You at 24 are actually one of the older Americans. Yet in Europe you're a young rider, the champions

Continued on page 72

“
I don't know anybody that's more aggressive than Hannah.
”





USGP

The annual Carlsbad Capers provided a few more surprises

by Woods

Pomeroy was jubilant, bubbling. The crowds were on him like locusts, buzzing, ecstatic. Bimbo's victory had the track in a state of near cardiac arrest, the first win by an American at the United States

(Dave Hawkins photo.)

Grand Prix. Circled by fans, Jim looked like a kid at his birthday party, unsure of which gift to open first.

Mikkola hunched in the back of the rental van, sipping slowly from

a plastic cup of dark liquid. His fourth-place finish had been perfectly adequate. With a substantial points lead, Heikki was running a race of strategy now, picking up points without pushing his 400 Yamaha enough to risk a DNF. The spectators who eyed The Wolf did so carefully, were noticeably more withdrawn. No one would have dared to cross the invisible territorial markers that Mikkola seemed to draw around himself.

DeCoster appeared tired. He had put on an awesome charge, riding probably near his own incredible limits, in his attempt to catch Pomeroy. Second place was wonderful, but Roger still hoped to

catch Mikkola and retain his Championship. He knew that he had to do better than second. Still, no one was more easy with admirers than Roger. He was a star, and used to, comfortable in, the role.

Wolsink seemed pleased. After three straight years of dominating the Carlsbad race, Gerrit had settled upon a third. Nothing was finished, however. Gerrit is a planner, an incredibly talented rider who has only been known to take chances when the odds are right. He has become at home with his American fans, never seems ill at ease among them.

It all would have made a very poetic finish for the race, would



John Banks and Thumper.



Jim Pomeroy. (Charles Saccio photo)

have been pleasing, mellow, firm. Unfortunately for some of the racers, however, this all took place after the first moto.

* * *

There seems to have been less advertising money spent upon the USGP this year than in years previous. California didn't get the usual television-press barrage.

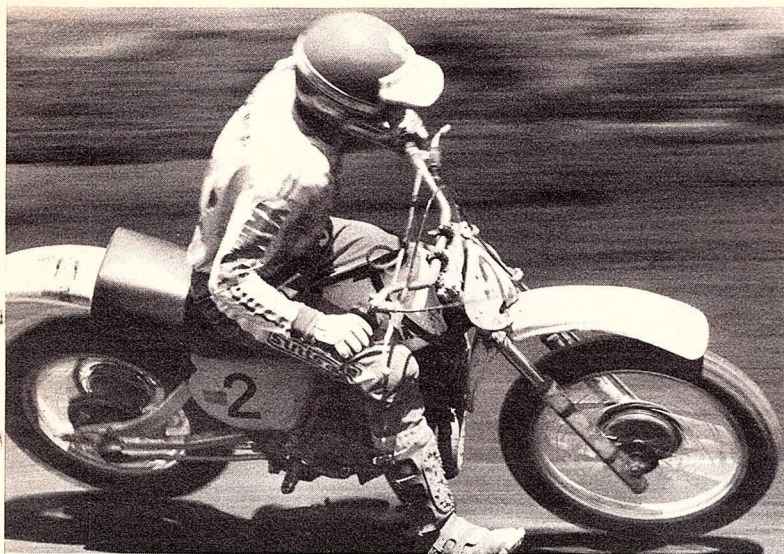
Perhaps the event is entering the realm of professional football, where TV rights pay the bill and the live audience is almost an afterthought. Perhaps the promoters, Trippe-Cox, felt that the growing tension of the season itself was advertisement enough.

Coming into the USGP, Roger DeCoster trailed Heikki Mikkola by a substantial block of points.

DeCoster is, of course, the legend, the King. The only man ever to take Roger's title away from him was Mikkola, then riding for Husqvarna.

It looked to be a gut-slammer, an opportunity for the American fans to see two present-day giants of 500cc motocross go at it hammer and nail on U.S. soil. The presence of three-time USGP winner Wolsink, and a host of other top Europeans, added to the race's appeal.

And, of course, patriotism reared its tousled head. Coming to Carlsbad Brad Lackey held a solid fourth in Grand Prix points. Brad has more experience racing against the foreigners than the rest of the Americans, but they were here too, not close to being counted out. Pomeroy, Smith, Croft, DiStefano and Mosier were all hungry. It's



Mikkola came closer to wrapping it up.

hard to beat a dog in his own front yard.

* * *

The fans were ready for the first moto, ready to the point of climbing the fences, ready to the point of pain, from holding the tenseness in. The loudspeakers held that emotional level, built upon it.

Engines fired, and it was like a call to prayer. After the first two-stroke crackle it is unlikely that there was a voice to be heard around the track. Another engine, another. The rpm built and held, and released.

Jim Pomeroy, wheelieing off of the berm, beat everyone through the first corner, and took off. Herbert Schmitz and Kent Howerton followed. DeCoster was in fourth. By the third lap Roger was in second. If thousands of wishes could have made Jim's Honda faster, he would have flown. He did. Roger rode beautifully, perhaps as hard as he has ever ridden on an American track. He gained time on Pomeroy, and Jim, pulling out stops that no one expected him still to have, gained a little of it back. Enough to take the flag, and the moto win.

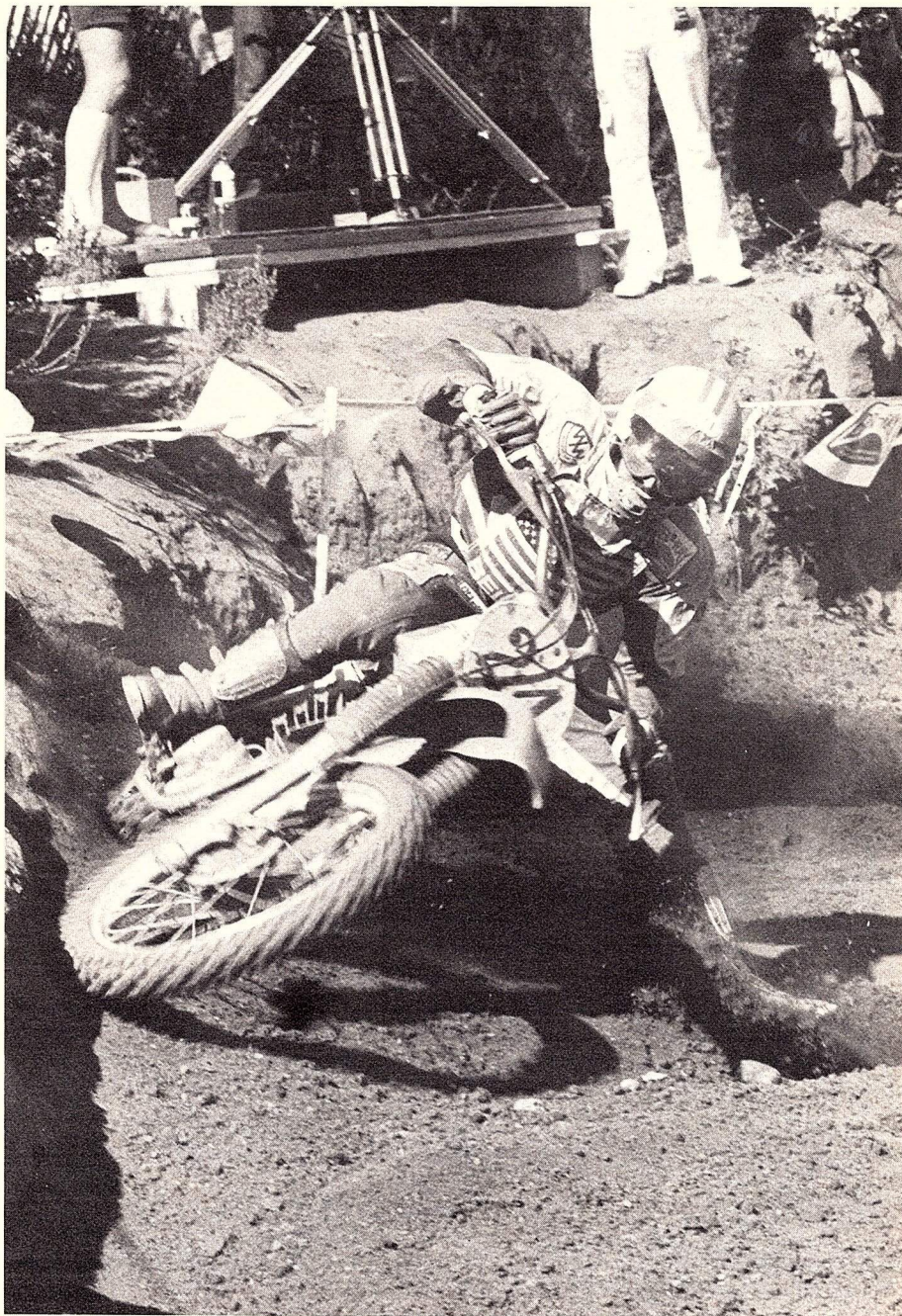
DeCoster took second. Gerrit Wolsink, harried by Mikkola, came in third.

Which brings us back to the beginning of this story.

* * *

Ask us if we were ready for Pomeroy to take the second moto. Even jaded old moto-journalists, folks who should know better, were babbling predictions. Jim had

Continued on page 74



Gaylon Mosier.

WOMEN'S NATIONAL



Sue Fish, reigning women's champ, won the 125 class, but had to settle for second 250 after a crash put her out of reach of Stenerson.

NO FLUFF, NO POWDER PUFF

San Antonio's National Motocross Championship

Story and photos
by Pete Szilagyi

Anyone attending this year's Women's National Motocross Championship in San Antonio who might have had the poor taste to use the expression "powder puff" would have probably left with his eyes dotted.

Women motocross racers, the top echelon at least, have little patience for those who treat their sport as an amusing sideshow at the men's races. It is certainly not powder puff in any respect — there are no menfolk at the starting gate saying, "Remember, down for first, honey,"

nor are there husbands and boy-friends nervously running from corner to corner as if they had just released a defenseless puppydog in a lion's den. I'm here to tell you that these ladies get with the program, and I dare most of the so-called expert men to get out on the same track with them. These women know how to massage a berm.

Although the women are fast and put on a good show, they're still struggling for acceptance. They have good reason for optimism, however, since recent history is on



Johanna Stenerson.



Cyclerama in San Antonio, which also hosts an AMA 125 National every year, is an up-and-down track with slippery corners.



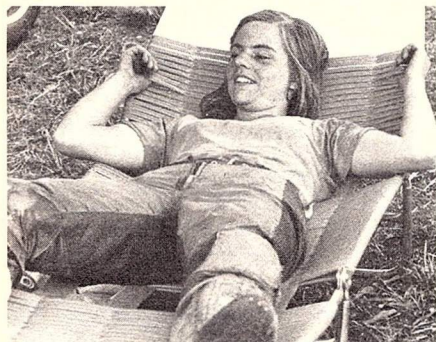
Stenerson holeshot every Expert moto of the afternoon. Others are: 11 — Carey Steiner; 7 — Kim LaVigne; 4 — DeDe Cates; and 17 — Lori Matassa.



Johanna Stenerson gets a rubdown after winning the first 250 moto.



Rhe Helms was out to "fillet" Sue Fish in the 125 class. She finished fourth in the first moto, but dropped out of the second when her throttle quit functioning.



Carla Swing, from New York, retired after a stylish endo coming off a long uphill.

their side. Since the Title IX provisions have equalized women's sports opportunities at educational institutions, women have shown that their teams can draw spectators just like the traditional men's games. Women athletes, from basketball players to motocross riders, are earning respect.

There has been no federal mandate to benefit women racers,

but they've been improving year after year simply by going out and doing it. By riding against the men they have learned the fine art of stuffing their front wheels into corners, bullying their way through the first turn and picking the good lines. They've learned to overcome their natural timidity. They know when they're coming into a corner next to another rider, there is no such thing as etiquette. The women racers have improved so much, both in the number of riders and their skill as a group, that they're ready to begin rattling that big cage on



Two of the fastest women racers, Janene Turton (left) and Cherry Stockton, have hobbies other than motocross, or so it appears. Janene, Cherry and Sue Fish were invited to race in Belgium this summer.



Sue Fish.

the hill, the AMA motocross department.

Cherry Stockton, a Californian who has been riding since back in the days when girls raced with powder puffs on their wrists (which actually wasn't very long ago, come to think of it), along with Laurie Watson and Dee Granger, is a spokesperson for the women's MX "movement." Cherry says the women are campaigning for more big races, higher purses, and possibly to share the bill with men as a support class at an AMA National or similar race. She thinks a lot of the

resistance they've met is due to the fact that some men feel that women's motocross detracts from the manliness of the sport — some of the macho disappears when people find out that women can go out and do it too.

Before the 1977 Women's National at Cyclorama in San Antonio, Texas, there had been three annual women's championship races, all in California. Instrumental in promoting them were Butch Lee, of Dirt Bike Promotions, and Kasey Rogers, a television actress. For this year's venture they were joined by

Jim Nydifer of Cyclorama. In the future, the women hope to interest other promoters, so the championship can be determined by a series of races instead of just one. Cherry pointed out that with only one biggie a year, the girls really go after it and sometimes over-extend themselves.

So far there have been three lady champs: Nancy Payne in 1974, Teri Kezar in 1975 and Sue Fish in 1976. Until this year none had ever defended her championship; Payne retired and Kezar went on to Knievel-style jumping. At San An-



This is hardly "powder puff" racing — Fish (left) and Stenerson were within shouting distance of each other all day.



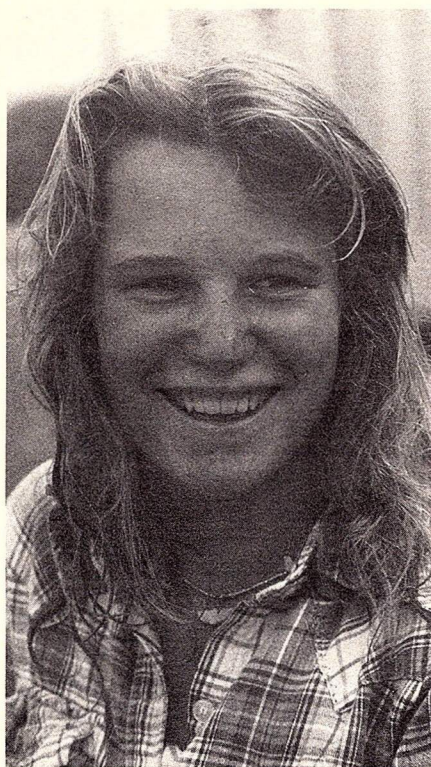
Carey Steiner, here at treetop level, finished fifth overall in both Expert classes.



South Carolinian Patricia Jacques finished second in the 125 class, but couldn't keep her Suzuki upright in the 250s. Here, she's on her way down.



Ronna Tyler gets the WFO sign — it means Woman, Flat Out!



DeDe Cates, while her mom is saying, "Dierdre, will you *please* comb your hair!" DeDe was fourth-best 250.

tonio Sue Fish came back and found an improved and eager bunch of women wanting to "Fillet the Fish," to borrow the slogan painted on California Suzuki rider Rhe Helms' helmet. With Helms were Johanna Stenerson, also from California, and Patricia Jacques, a blonde South Carolinian. This trio probably had the best chance to do the filleting, if any was to be done. Also on hand were several very rapid girls from Texas, Missouri, New York, Georgia, Arizona and California.

Fish, an 18-year-old from Monterey Park, California, can be described as women's racing's "superstar." She is fast, doesn't lose her head and is in excellent physical condition. At Cyclorama, up and down the dry, dusty hills and through the shady mesquite breaks, she gave the impression that she had the situation under control, appearing to have the same mastery over the track that Bob Hannah had when he won the 125 National over

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PRESIDENTIAL VICE?

by Scotty Schafer

Lake Sugar Tree Raceway, Virginia. If Jimmy Carter closes our public lands to bikes, where will Teddy Mondale practice the technique he perfected at Professor Gary Bailey's week-long motocross school? Will Kent Elliff, Chuck Sneed, Jerry Smith or Mark Hoffman be World Champion in 1992? Is Bailey the most effective MX teacher in the world? Has Len Doggett got the trickiest shock-bending technique in the East? Read on, motocrossers, it's all rat heeyahr, as they say in these parts.

Mondale, who has to compete with assorted Navy brass for race space at his pop's digs near our country's capitol, did *not* roll out of his chosen sleep space in Bailey's tree house, but *did* manage to land hard enough on his gas tank to knock him out of the last day's action. Teddy trucked in with no Secret Service helpers (motocrossers are tough anyway), but plenty of comrades to ward off trouble.

Elliff, Sneed, Smith and Hoffman — average age 13 — might reach the top, with parental support, Bailey's help, and desire. Minicyclers get the same treatment from The Professor as Vice-Presidents' sons and aging racers, but think now — where would your racing be if you'd had a week with a seasoned pro when you were about 13?

Yes! Gary Bailey is the most effective teacher in the MX world. He brings the same intensity to instruction that drove him after Joel and company at China Camp in 1969, that pushed him ahead of local warmboots when he was teachin' and racin' at every civilized pea patch in the early '70s, that makes him a "normal" fellow to his wife and two boys. He charges \$150 for the week-long school (it was the same price per hour in 1971), plus \$50 more if you eat family-style with the Baileys.

Len Doggett got top billing the first day, cornering Roger De-style until a bent shock slowed him

down. Keith Bates, at 25 the oldest student in this class, won the week's hard-luck award. A sick motor kept him out of trouble for a while, then a flat tire got him, and finally a tree jumped in front of him on a woods ride. Chuck Sneed took a new cycle to an unofficial first in Thursday's practice MX, pretending Kenny Zahrt was right behind him.

Bailey likes this permanent base with country camping, a national-caliber MX track, woods to play-bike in and a surgically clean shop to work in. He covers bike and equipment prep first, then gets into safe and fast riding techniques. Bailey shows no real emotion, but seems pleased that all his students have basic tools and spare parts for their bikes.

Maybe this class is unique, but there are no berserkos, no hard cases, just a summer camp atmosphere with Bailey handling the



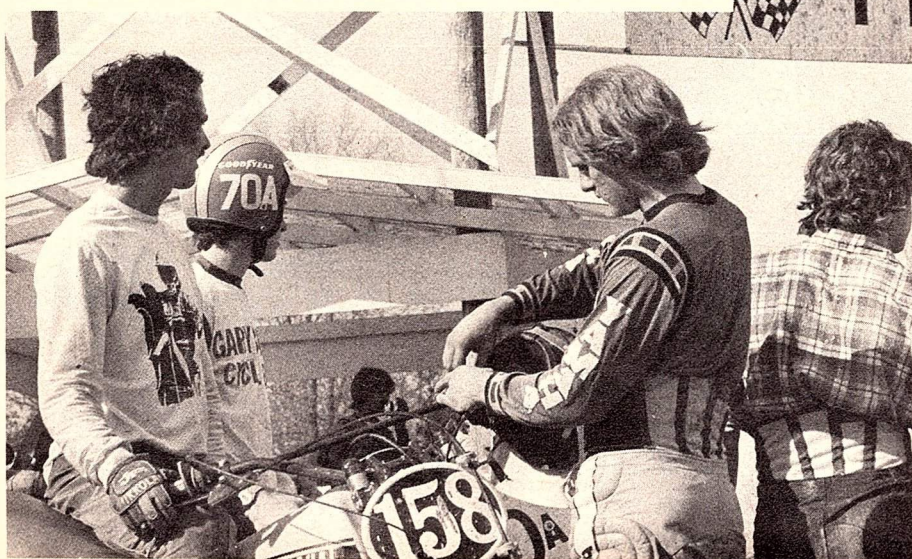


different personalities with as much confidence and skill as he propels his Bul around the track with. The teacher raps, the students listen — he demonstrates, the kids are getting it, and they're enjoying it, even third-timers like Gray Gatlin and Rusty Reynolds.

Bailey is shooting silver bullets, correcting weak points without marring the shy eagerness of the pre-teens or enshrining the brash talk of the almost-post-teens. The kids crash, but go again . . . Bailey crashes and has to pull soft-spoken son Dave out of school for a day to fill in.

Bailey still sees his craft as a sport, still thinks of motocross as fun, still thinks everyone but Cal kids are eager to learn. The week includes movies, miniature golf, calisthenics, a simulated MX with staggered start for slower bikes, community meals, and as much teaching as one man can give 20 students. Gary is talking body suspension and relaxation these days, and he's talking to decent riders on new bikes. (This contrasts with my first school in 1971, with a hyper Bailey trying to teach farm boys on Gyt-kitted Yamaha Enduros, with track-long wheelie demonstrations for icing. The sport matured, so did Gary.) What *hasn't* changed in seven years are the demonstrations — Gary corners, the students corners, Gary observes, corrects, the students go faster. He does it again. The students go again, crash, go again, go faster. This is Bailey's promise, "You're gonna go faster, I'm gonna show ya how."

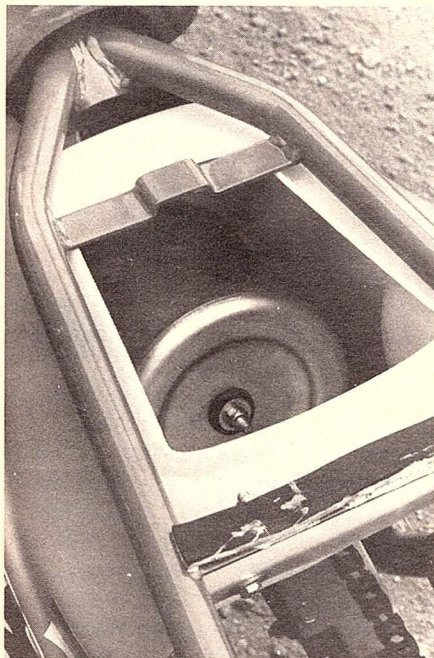
He's been doing that for eight years and he's getting better. He's taught two-year-olds, ten-year-olds, teen-aged girls, preachers, South Americans, rednecks, maybe Australians by now. Bailey's checklist talks about your bike's suspension, frame, motor . . . but mainly he teaches you about yourself, your strengths and weaknesses, and about the excitement of going really fast where others are slow. The man is unique, but you may have to hurry to see him — on the first day of school he was The Professor. On the second day he was the head of the Bultaco Race Team. The third day? Teamed with Teddy Mondale on an Open Lands Task Force? Bailey's sailing off the big jump, and he's still gittin' it.



MAICO AW400

Continued from page 33

shock to the rider during the first 10 to 12 minutes of operation. Before that the dampening is just a tad on the stiff side on both strokes, but nothing bothersome. In the 12 to 15-minute range they start to get a bit sloppy as the fluid heats up. It is at this point that the rear end begins to act a little "funny." You'll experience the usual hopping



New air box is reasonably easy to service with the help of a deep 10mm socket.

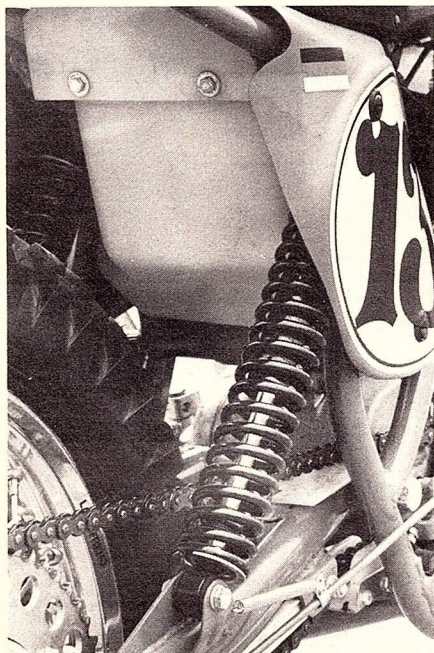
around normally associated with a loss of dampening. Beyond that point, when the shocks went to full hot, we were from time to time pounded by the seat. The factory is currently running remote reservoir Konis as found on the 400 of Adolf Weil that we rode at Sears Point. Although we didn't get a chance to ride his bike for a great length of time, they must be working quite well or he wouldn't still be using them.

Where the Maico's handling really shines is in its high-speed stability. Still, it can be turned quickly enough to snatch the inside lines when you feel the need. As your speed increases, the steering seems to slow down — which in turn builds your confidence on fast



straights, whether they're uphill, downhill, or flat.

It's out on a sand track or in deep whoops of any kind that the AW earns its minus points. High-speed loops around our private sand circuit produced the same general feeling of uneasiness that came with our 250. The bike becomes a serious handful the minute those shifting granules are felt under the wheels. This is not to say that sand is by any means easy to ride in on other bikes, because it isn't. It's just that it is noticeably more difficult on an AW. The rear end will hop and thrash around, and much effort is required to keep the front end pointed in the



A chain tensioner takes up the unusually large amount of slack that is required by the distance between the swingarm pivot and the countershaft. The protective plastic pad on the swingarm wore through right away. Replacing it with a thicker piece works quite well.

right direction. Turns require extra effort as well, to churn through deep sand berms. A better set of shocks will help the rear end to a degree, but this sand foible is more a product of frame geometry.

Several outings were required before the front suspension was broken in and operating smoothly. Before that time they were on the stiff side and allowed a fair amount of harshness to be transmitted up into the bars. As a few cc of oil slipped past the seals after several hours of testing, the forks began topping out. Draining and refilling them with fresh Bel-Ray LT 200

400 AW MAICO

Price (approx. retail, West Coast): \$1568

Engine:

Two-stroke, piston-port, single
Displacement:386cc
Bore & Stroke:77mmx83mm
Compression Ratio:12:1
Carburetion:36mm Bing V-54

Standard jetting:

160 main, 320 needle jet, #1 needle,
75 pilot, #140 slide

Horsepower36.1 hp at 7000 rpm

ClutchMulti-plate, wet

Primary Drive ...1.86:1, triple-row chain

Transmission Ratios:

1. 2.71

2. 1.97

3. 1.50

4. 1.20

5. 1.00

Final Drive520

13-tooth countershaft

56-tooth rear sprocket

Air FiltrationOiled foam

ElectricsAppt, contact breaker type

StartingPrimary kick

Lubrication:

Pre-mix 50:1 (Bel-Ray MC-1),

20:1 (MC-3)

Recommended Fuel:

Premium, high-octane (92+)

Recommended OilBel-Ray MC-1

Fuel Tank Capacity:

8.5 liters (2.2 gallons)

FrameChrome moly, double cradle

Suspension:

Front: Maico forks with 224mm travel
measured

Rear: Gas Girlings with 235mm axle
travel

Wheels & Spokes:

Front: Borrani or Akront "green label"
rims with cross-2 spokes

Rear: Borrani or Akront "green label"
rims with cross-2 spokes

Tires:

Front: 3.00x21 Metzeler Motocross
Enduro

Rear: 4.50x18 Metzeler Motocross
Enduro

Dimensions:

Wheelbase142.7 cm (56.2 inches)

Swingarm length: 49.0 cm (19.3 inches)

Ground clearance:

27.3 cm (10.75 inches)

Bars, height116.2 cm (45.75 inches)

width83.8 cm (33.0 inches)

Pegs, height38.1 cm (15.0 inches)

width51.0 cm (20.1 inches)

Seat height93.4 cm (36.75 inches)

Fork angle30 degrees

Weight:

106.5 (kilos (235.0 pounds)

without fuel; 56.3 percent on front,

43.7 percent on rear

Brakes:

Front: 136mm conical, cable-operated

Rear: 160mm conical, rod-operated

SilencerYes, MX only

Spark ArrestorNone

WarrantyNone

Parts Prices:

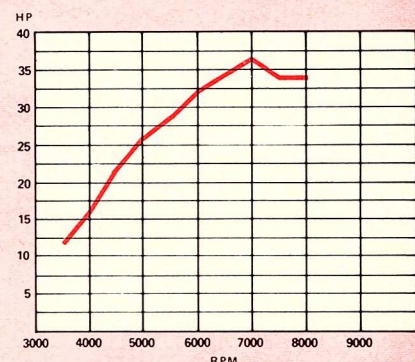
Piston:

\$56.34 with rings, wrist pin and clips

Rings\$16.37

Clutch cable\$4.72

Brake pedal\$16.98



cured this malady. For the remainder of our test period the AW's front suspension performed commendably. These forks are super-absorbent, especially on large to medium-sized bumps and holes. The spring rates are best suited for riders in the 165-pound-plus weight category and for rougher, go-for-it-type tracks. The springs are both stronger and of better quality than those in our 250. Neither of the brakes are overly powerful, but both are progressive and predictable in their braking force.

HARDWARE

Excess chain slack is taken up by a block-type tensioner mounted under the engine near the countershaft. The spring is of sufficient strength and the block has good wear properties.

The footpegs look like something off of a moped. They neither fold at

a true 45-degree angle or provide sufficient traction for your boots. Hit some moisture and it's all over. It's time for a change, guys.

Magura power levers now come as standard equipment on all AWs. All of the control cables are plastic-lined.

The brake pedal is tucked in nicely out of harm's way, yet it is hard to miss.

PROBLEMS? WHAT PROBLEMS?

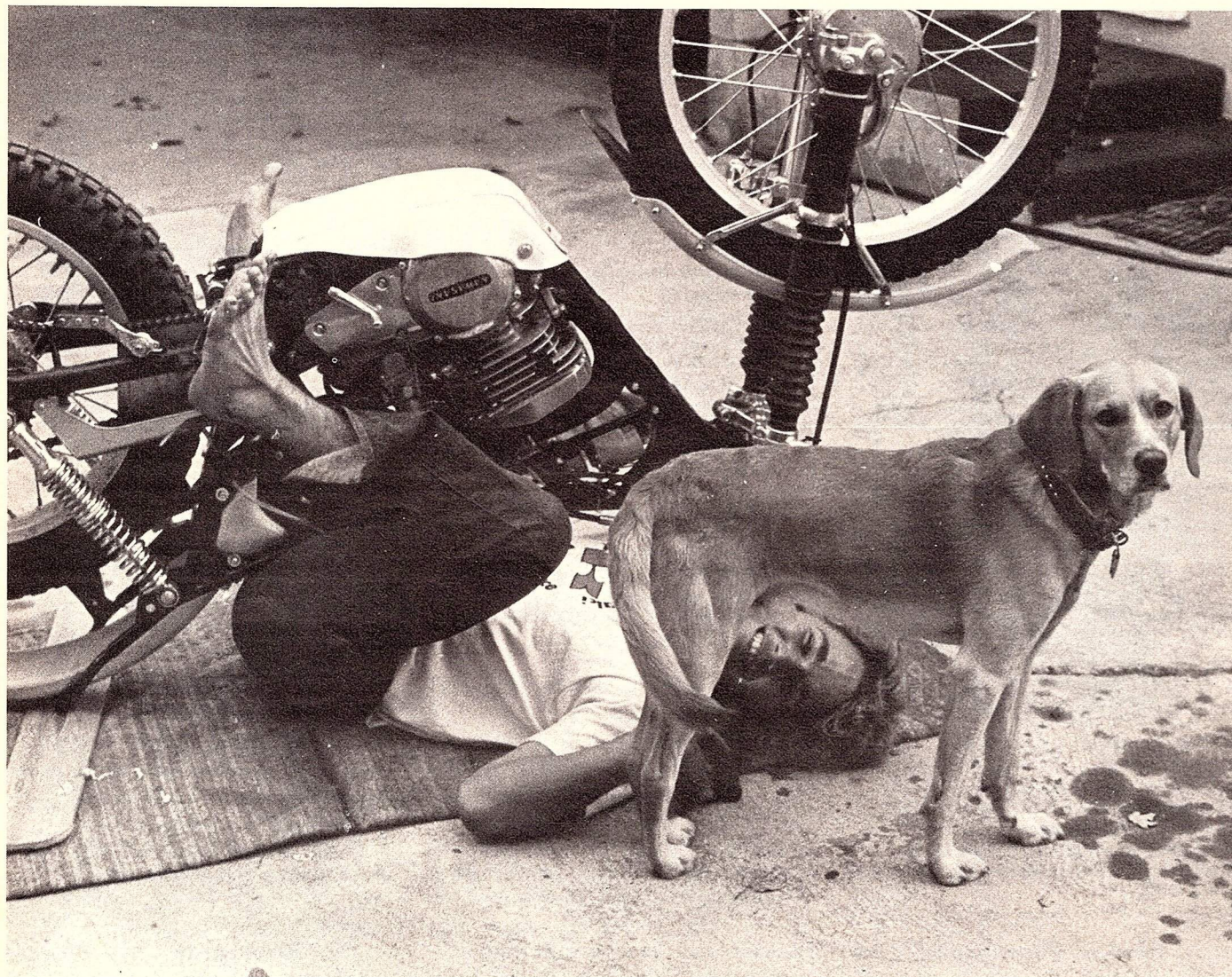
Yes, we had a few. Like we said, the first came up after a full five laps when we popped seven spokes and tweaked the Borrani front rim. It was determined by Maico in Germany that the wheel we had was laced with a bad batch of spokes. Just how large that batch was or how many bikes are affected is anyone's guess. The replacement unit was a green label Akront,

Continued on page 77

SHOP RAG

Do-It-Yourself Skid Plate

by Paul Oswald



Speedway and master assume the start position in the Great Team Soylent Green Garage.

Get down on your hands and knees, and give the bottom of your scooter a good eyeballing. Looks bad, huh? Well, there're two ways to prevent such massive destruction. You could slow down (yuck) and go around the rocks, logs and abandoned cars that massage your tubes and cases. Or, mount a skid plate. Simple, right? Not always. Good protection is expensive, usually weighs too much, and may not protect well.

So what can you do? Make your own plate; it's easier than you think. You save money, and by making it out of the proper plastic (that's right, plastic), it

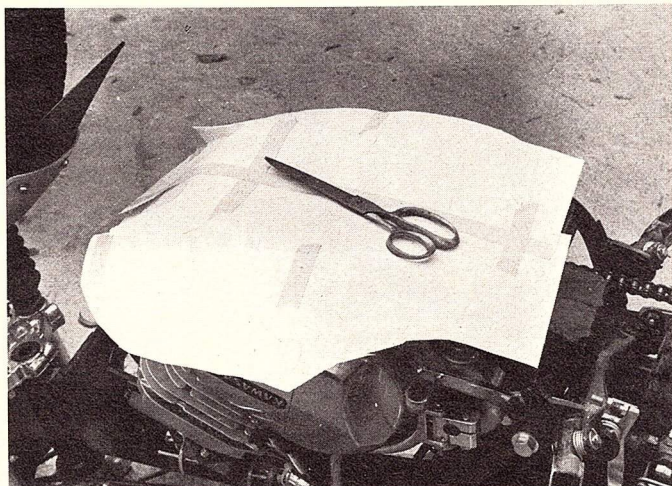
will be light and durable. Since you're the designer, your skid plate can offer adequate protection for your individual bike.

Plastics come in a zillion types, thicknesses, colors and sizes. The local plastic supplier recommended Kydex. It can be purchased in sheets of any dimension and thickness and easily formed to any contour when heated. After cooling, it holds its shape. Don't sweat it if you blow it, just reheat and it will return to its original flat shape.

Kydex is inexpensive when compared to metal; a piece of two-

footsquare eight-inch plastic should cost about \$5 to \$7. You can save if you buy only what you need. Be sure to get the directions for working the plastic.

My directions called for one 300-degree oven, so Mom's mighty Kenmore got the job. Round up a cookie sheet large enough to support the plastic. Then heat evenly in the oven for 25 minutes. Check it every five minutes or between trips to the fridge. As Kydex warms up it begins to get floppy, like a wet towel. When it reaches full workability it will be ultra-floppy. Gather your tools while



Preparing a paper template makes the job a lot simpler.



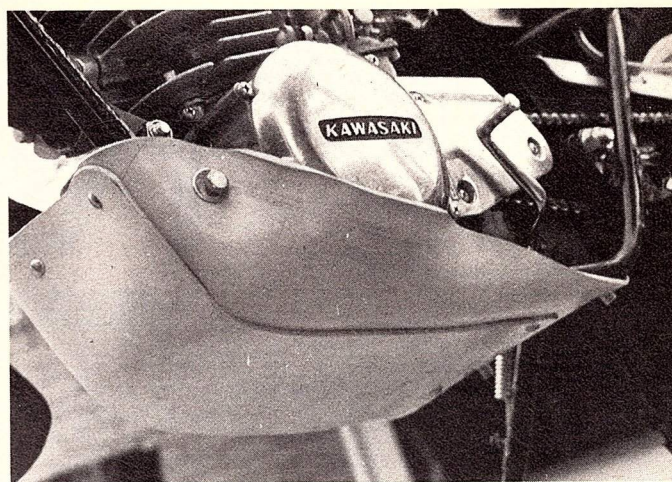
Clamps and tape measure get a workout.

your're waiting for the stuff to heat up. You'll need some C-clamps, a towel, some gloves and a friend. You'll find that the work can be performed easier with the bike upside down. Have everything ready because the working time for the floppy Kydex is two to four minutes, depending on the working surface.

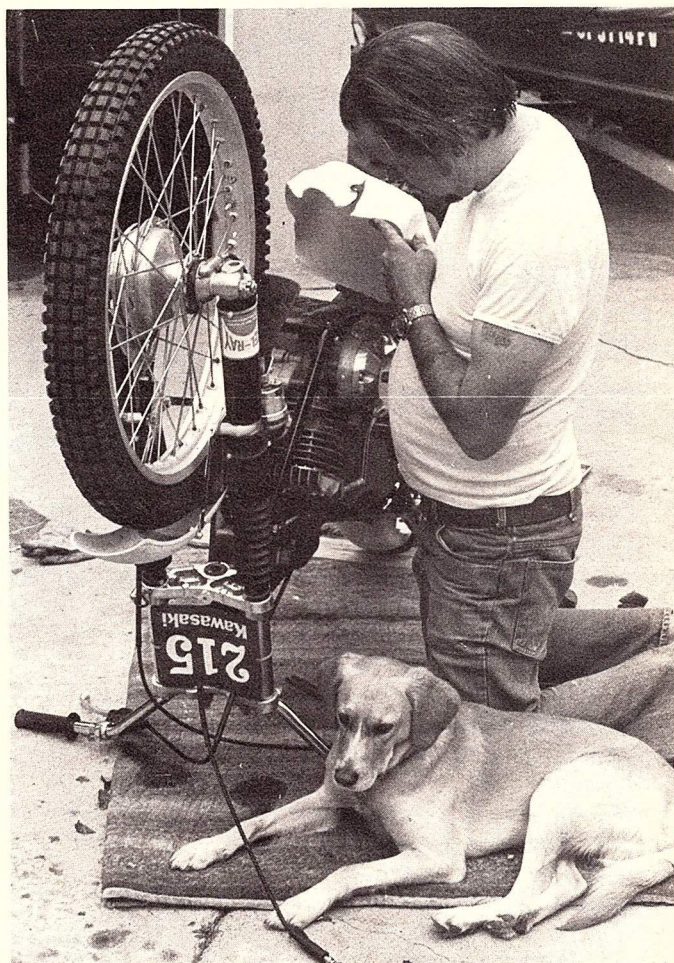
Remove the plastic when the oven buzzer starts buzzing and position it on the bike. Use the C-clamp to hold it in place. Then place the towel over the plastic with your buddy on one side and you on the other. Pull the towel

down tight over the plastic to form it. Make sure all contours are formed, and the plastic is centered on the frame. Remove the towel after allowing three minutes for cooling. If everything looks OK, fine. Otherwise return the Kydex to the oven and try again. The hot tip is using a paper template to get the initial form before heating the plastic.

Use your imagination in mounting the skid plate! A couple of hose clamps and a bolt in the right place should work fine! Make sure your shift and brake levers clear the plate. Use a file



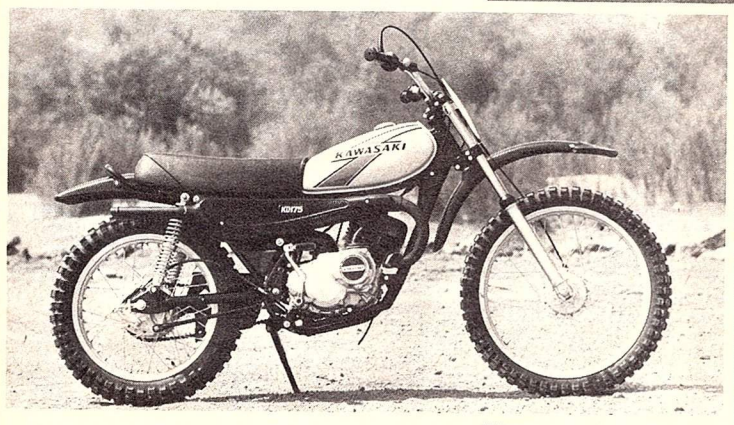
The finished product.



if they hang up. Make sure cables and hardware aren't trapped against the cases or frame. Add the finishing touches and your favorite sticker and *ta da!* Your very own hand-formed plastic skid plate.

Kydex can also be used for many other purposes. Side covers, number plates, fenders, knee cups, chain guards, fork protectors, seat bases, anything! Use the same general process and some imagination! Make your own plastic boots, handlebars, sprockets or chains. It's the duct tape of plastics! Don't burn your fingers! ⚙️

KAWASA



*More answers to
the question that's
never been asked*

We first considered the paradox of the purposeless enduro machine in January of 1976 when the then brand-new KD175 was introduced by Kawasaki. Strip a dual-purpose bike and it suddenly becomes purposeless. Which is better — for trail riders. Less is more. And cheaper too.

The concept of purposelessness is simple. The bike is designed to do nothing. Nothing special, that is. It's there to be ridden. And enjoyed. Ridden — not fine-tuned, fettled or fussed over. Just add gas and go. Unencumbered by protruding signals, bulbous taillights, batteries and license plate brackets, such a bike has no purpose — no legality — for street riding. But it is a better trailbike. Why not let the factory do it for you? Everybody saves. You don't end up with a pile of lights and signals. You do have the cash they would have cost.

The basic charm of these factory-stripped streetsters is that they aren't specialists. Their attraction is their durability and legendary stone-axe reliability, developed over



VS. SUZU

KI KD175



the past decade and offered at a savings for the rider with no special purpose. The Unenduroist, if you will.

THE CONTESTANTS

The defending champ, the first stripped streetster, meets the new kid on the block. KD — Kawasaki Dirt takes on DS — Dirt Scamp. The KD, basically a KE street/trailer without lights and with knobbies; versus the DS, basically a stripped TS185 with AC enduro lights and knobbies. The TS185 has been one of Suzuki's best-sellers for years now and the KD has been a popular new model for Kawasaki.

EYEBALLING

Weight (without gas): The Scamp is eight pounds lighter at 211.

Price and Warranty: The Kaw is \$26 cheaper at \$799, with a six-month warranty. The Suzuki warranty is three months.

Powerplant: The Kaw uses a rotary valve 174cc mill, while the Suzuki uses a case (Power) reed for their 183cc engine. Both use a 26mm Mikuni mixer. Overall transmission ratios are very close, but the Suzuki has a smaller rear sprocket by eight teeth.

Geometry: Both have the same wheelbase, around 54 inches. The Kaw has less rake and trail.

KI DS185

Tires and Wheels: Same size knobbies for both. Kawasaki uses Nitto rubber with D.I.D rims; Suzuki uses IRC with Takasago rims. Kaw wins the rim lock war — three to one.

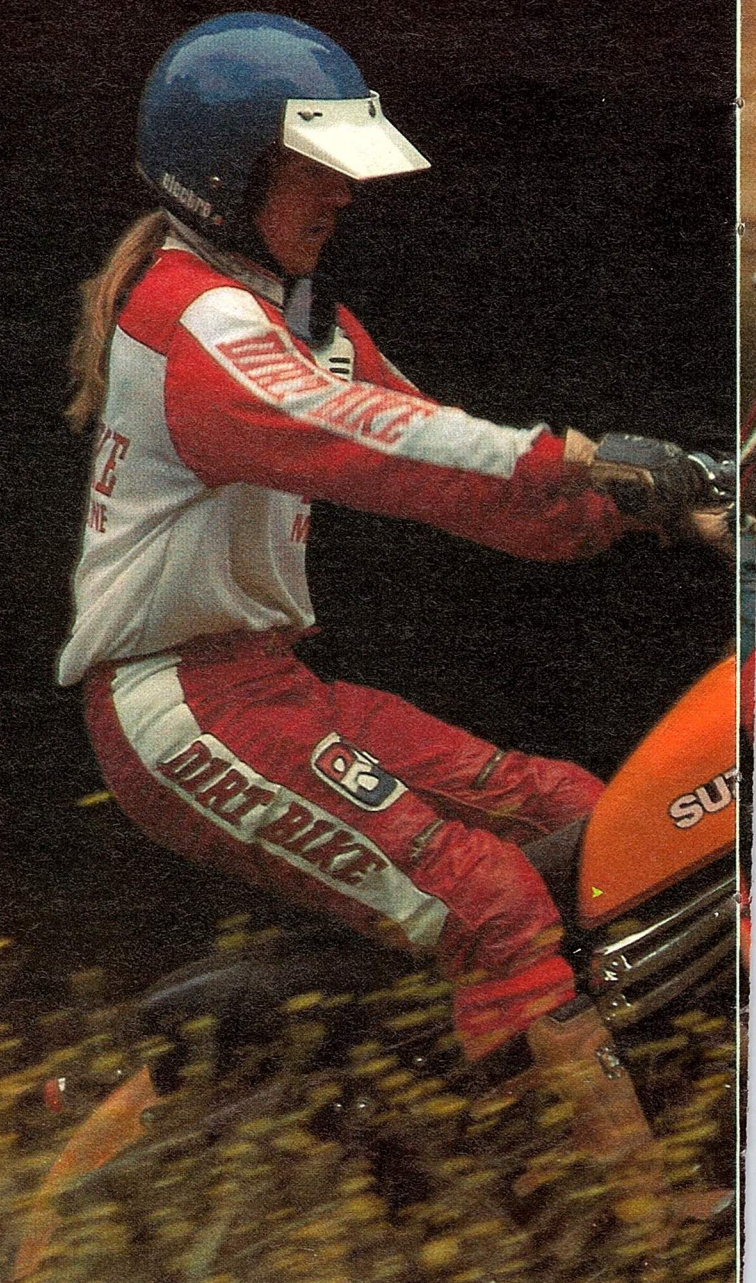
Fenders: All flexy plastic, except for the Kaw rear which is steel.

Lights: The Suzi has smallish enduro lights; the Kaw CDI will take accessory lighting such as the Petty setup.

Fuel capacity: The Suzuki carries a bit more than an extra quart at 2.1 gallons.

Drive chain: The Kaw uses smaller 428 chain, but has both a chain guide and guard. The Suzuki has 520 chain. Neither has a chain tensioner.

Air box: The Kaw is serviced under the seat after removing two Phillips screws. The Suzuki is serviced behind the side panel by removing one nut. Both are rear breathers.



Skid plate: Neither offers side case protection. The Kaw has nothing underneath, the Suzuki has a plate to protect the engine bottom.

Tool kits: The Scamp carries one under the seat, the Kaw has a compartment on the right side of the frame.

Kill system: The Kaw has a left-side button, the Suzuki a right-side on/off ignition switch.

Other things: Basic black bars and fork legs for the Kaw and a handy grab rail behind the seat. Kaw rear brake is cable; Suzuki is rod. Kaw has a crankcase gas overflow drain. The Kawasaki choke is on the right side of the engine above the case. The Suzuki doesn't have dust covers for the hand levers.

PURPOSEFUL COMMENTS

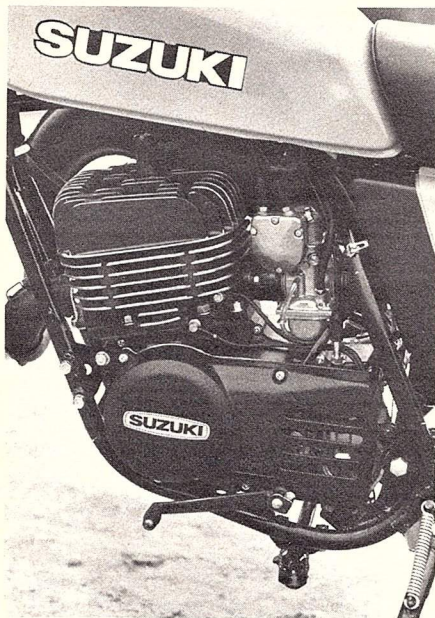
"The Kaw power is close to four-stroke type. It doesn't rev, but it's good for slow, tight trailing and



KAWASAKI KDI75 vs. SUZUKI DS185

pulls hills nicely. It chugs up hills better than the Scamp. I couldn't get comfortable standing up. The bars are too wide, the pegs are slippery. They need to be filed for better grip. The bike is set up for a small rider."

"The Suzuki is small, but has a more comfortable riding position, standing or sitting. The rear brake lever forces the foot out, but it has a nice feel. The front has excellent feel. It pulls very smoothly throughout, with nice low-end and mid-range. It doesn't have as much torque as the Kaw. It seems to turn better on the tight trails and switchbacks. The suspension is smooth and soft, very trail-worthy. It absorbs sharp jolts smoothly, but



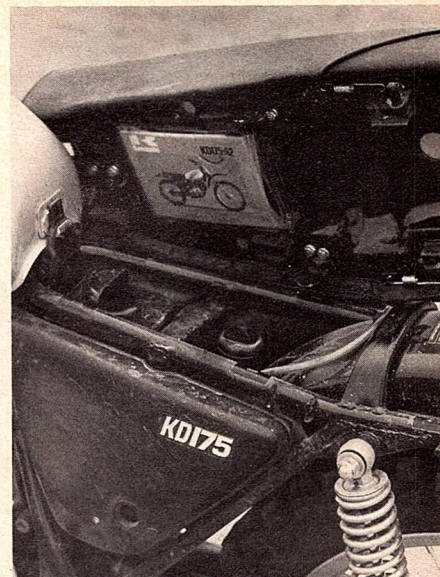
bottoms frequently if pushed. Still, it doesn't handle badly at all."

"Both bikes bottom equally well. The Suzuki handled a shade better, turned a little better. I preferred the Suzuki riding position. Chop those Kaw bars. Thirty-four inches is too wide. The Scamp seat is more comfortable. The Suzuki wasn't as stable in the whoopdies. The Suzook would probably be better for a first-time rider or a less physical rider because the power is smoother."

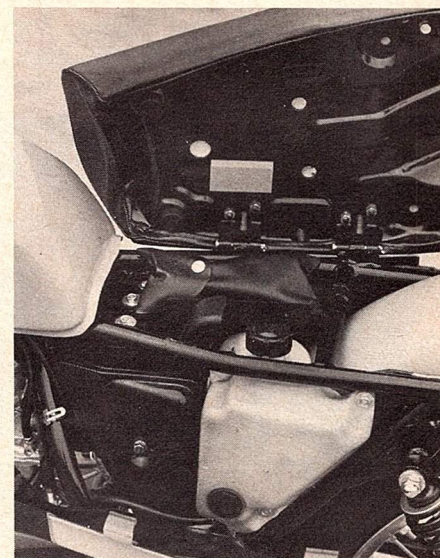
"The Kaw has a very nice trail engine. I was really impressed by how low it would pull. The suspension was adequate for slow going. It's adequate for faster riding

if the rider works at it, unloading the shocks when necessary. It steers fine. The footpegs are too low and too fragile. Every foot control got bent and one of the pegs broke off. I was particularly impressed by the fake plastic fender on the back. My boots would hit the ground when the suspension bottomed. It's a whole lot of fun. Because it isn't a serious specialty bike you have no respect for it at all — you just ride it fast and let it bang and clang — but you have fun just the same. That's the point, isn't it?"

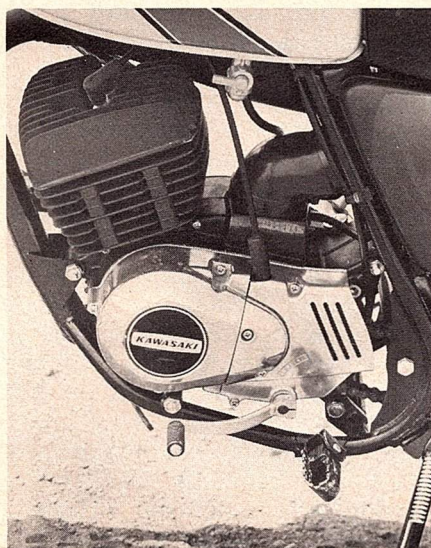
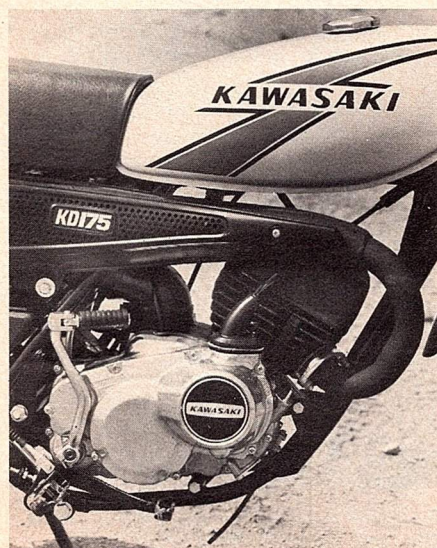
"I preferred the extra bit of punch of the Kaw engine. It really grunts down low. For some reason the Kaw doesn't feel like the heavier



Pull back on two levers at the rear of the seat and it pops right off. Remove two Phillips bolts to service the air cleaner.



Hit the release on the left side and the saddle hinges up to reveal tool kit and oil filler cap. Pull off the left cover and remove one nut to service the air filter.



of the two bikes, maybe because it is a little thinner between the legs. Both bikes are fun provided you don't try to banzai radical terrain. The Kaw felt a bit better in the whoops. The pegs should be higher. I kept bottoming my boot heels in the whoops."

"The Suzi has smoother, longer power but the Kaw has more snap when you shift up and gassit. The bikes are pretty close. I'd probably recommend the Suzuki for somebody's girlfriend because of the smoother power and more comfortable seat. You could ride either bike in an enduro. You wouldn't stay with the guys on the serious 175s,

Continued on page 80

OSSA 310cc MOUNTAINEER

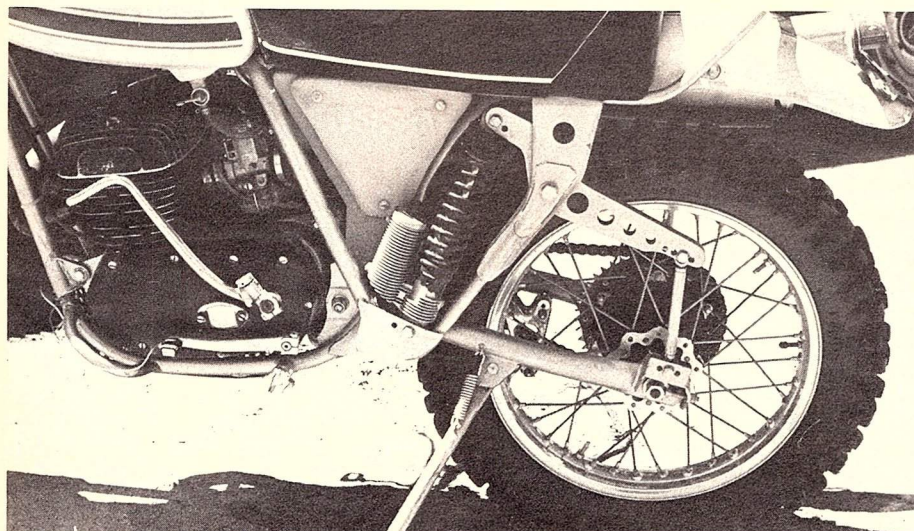
Continued from page 41

enough and maybe I can straighten these bars," DB tester Bill Sherman, 1977) to lessen the strain on the shock absorbers while retaining long-travel potential. This not only allows the use of softer springs for greater sensitivity, but also provides great adjustability through the mounting position of the shocks and connecting rods. The Bolger units are optional on all Ossas. Mountaineer buyers can get them for approximately \$282 over the stock price. This price includes the

rpm, and taking advantage of the bike's willingness to turn, flicking it around corners.

Flicking? An open bike? Yessir, at 217 pounds, dry, the Mountaineer is the super-lightweight in the open class enduro market. The 310 is not only *not* tiring to ride, it actually can make its owner feel stronger due to its immediate response to the most sluggish rider input.

And it turns. Our Ossa came with the ever-doubtable Pirelli tires and would still get through tight flip-flop-through-the-trees terrain as



The Bolger rear end. Its strong point is tracking stably over rough terrain.

Marzocchi shocks and the fine Hoss plastic air box.

BOOGYING, OR,
"DON'T YOU EVEREST?"

On the trail the 310 is the epitome of the mellow cross-country bike. It provides power smoothly from idle on up, quietly and without undue fuss.

Which is not to say that the Ossa is a slow motorcycle. Rather, it is a bike that is *easy* to ride at a deceptively quick pace. Fast trail work, on the Mountaineer, will be the result of letting the extremely torquey engine pull as high a gear as possible, using relatively low

quickly as almost anything we've experienced. Lean forward a bit and point the front end, the rear takes care of itself. The Ossa tends to establish its own rhythm in rugged country, it almost makes one smile to be riding it.

And how did the Bolger suspension work? We pushed the Mountaineer hard down our infamous many-mile rock section. The results drew raves. Though we question whether it would work as well in high-speed desert terrain, we found the Bolger rear end about the best we've tested in the really rough stuff. There is no hopping or side-to-side bounding while riding quickly over significant obstacles. The rear tire seems to never lose



Non-leading axle Betors worked well; this bike turns in spite of its Pirellis.



contact with whatever surface its rider forces it over. The end result is a higher maintained speed and a less-tiring ride.

The Mountaineer is a woods bike, meant to tackle just this kind of country at speed, meant to always have enough power, whatever gear it happens to be in, to pull its rider out of trouble and to keep him moving forward. For the type of riding it does well, the Ossa belongs in a very small elite class.

MISCELLANEOUS, COME HILL OR HIGH WATER . . .

We have few bitches with the 310. The lack of primary kick-starting is an old complaint, and one that is less valid than usual

when applied to a bike as unlikely to stall on the trail as is the grunting Ossa.

The horn is inconspicuous enough to be silly, and stuck on for a period making a noise like a tired bumblebee at close quarters.

We liked many things. The seat is comfortable, as are the basic pegs, bars, grips, etc. Ossa should get some kind of award for the most improved brakes in history. Ossa brakes used to be a joke. Those on the 310 were excellent, with good power and a very delicate feel. They *did* go away after dunkings, however, but returned in good time with the usual method of dragging them slightly to dry by friction.

The remainder of the bike was

OSSA	
Price (approx. retail, West Coast):	\$1595
Engine	Two-stroke, single
Displacement	310cc
Bore & Stroke	77x65mm
Compression Ratio	12:1
Carburetion	32mm Bing w/choke
Transmission Ratios:	
1.	3.60:1
2.	2.45:1
3.	1.82:1
4.	1.35:1
5.	1.00:1
Final Drive:	
	13-tooth countershaft
	45-tooth rear sprocket
Air Filtration	Foam
Lubrication	Pre-mix
Recommended Fuel	Premium
Recommended Oil	Full-Bore
Fuel Tank Capacity	13 liters (3 gallons)
Frame	Double downtube, epoxy painted
Suspension:	
Front:	Betor
Rear:	Marzocchi
Starting	Non-primary kick
Wheels & Spokes:	
Front:	Akront "yellow label" with cross-3 spokes
Rear:	Akront "yellow label" with cross-2 spokes
Tires:	
Front:	3.00x21 Pirelli MT07
Rear:	4.50x18 Pirelli MT16
Dimensions:	
Wheelbase	141.3cm (55.7 inches)
Swingarm length	44.3cm (17.4 inches)
Ground Clearance	29.2cm (11.5 inches)
Bars, height	111.8cm (44.0 inches)
width	87.6cm (34.5 inches)
Pegs, height	36.9cm (14.5 inches)
width	46.5cm (18.3 inches)
Seat height	90.2cm (35.5 inches)
Weight:	
	108 kilos (239.5 pounds) without fuel;
	43.2 percent (103.5 lbs.) on front,
	56.8 percent on rear
Brakes:	
Front:	Single leading shoe, drum
Rear:	Single leading shoe, drum
Instruments	Speedo/odometer
Lights	Yes
Silencer	Yes
Spark Arrestor	Yes

much more waterproof than were its brakes. We experienced no problems at all, though the machine was subjected to deep water regularly. A tribute to, among other things, the Hoss air box.

Ossa has a fine, competitive open class woods bike in the Mountaineer. It is not the fastest in its class, not by a large margin, in straight-out acceleration. In the type of country for which it was designed, though, the 310 will make very good time.

For the rider who enjoys the easy, forgiving power of a big-bore, but often feels intimidated by the corresponding weight, there can be few better choices than the Mountaineer.

PREVIEW

HARLEY-DAVIDSON MX-250

Never have so many covered so much ground so quickly to do so little

by George Wegner

Harley's 250 is truly impressive as a first attempt at a production motocross machine. It's clear that these bikes were developed directly from information gathered in their racing efforts. As their brochure points out, the MX-250 has been in various stages of development for four years.

This is by no means an American-made motorcycle, as the frame is manufactured in Germany, the hubs in France, the suspension components are from Japan, and the engine and wheels are from Italy. Quite a combination.

Kayaba leading axle forks and remote reservoir shocks provide roughly nine inches of travel at either end.

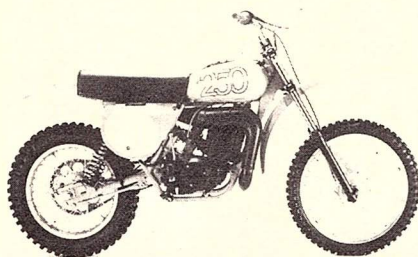
The engine is an under-square design with a conventional piston-port breathing arrangement. On the unconventional side, the piston slides in a chrome on aluminum bore. The five-speed gearbox has all its free running gears perched on needle bearings. Carburetion is handled by a big 38mm Dellorto.

All of the other components seem right in line with what's necessary these days: heavy-duty, stainless steel, 4mm spokes laced to Akront green label rims; aluminum alloy fuel tank; sturdy, flexible fenders; a CDI; and other assorted necessities.

I'LL BE REX AND YOU CAN BE MARTY

After riding only a short distance it was obvious that the suspension requirements were set by some WFO dirt-pounder who must weigh around 225. For most mere humans, it would be better to go to lighter springing, especially in the rear. It wasn't clear how well the front end was working because the rear was so harsh.

The steering was fairly neutral, what with the tail end sticking up



most of the time, but leaning more to the quick side.

Although the course we were on had a fast straightaway, our test bikes were geared to go much faster. For this reason, our power impressions were misleading. The peak output figure is probably competitive, but the delivery seemed on the sluggish side because of the high gearing.

With such a short amount of time on the new Harleys, it is difficult to say much more than that they are impressive as a first effort. Well, we could also say that the rear end was oversprung for the average rider and the gearing was too tall. Aside from that, they worked fairly well.



Along with the bike, you get a box of goodies that includes: two rings, a piston (single ring type), a top end bearing, an extra air filter element, assorted rubber goodies, and three larger countershaft sprockets so that you can gear up for Bonneville.

We are under the impression that these MX models could be a one-shot deal. That is, if they don't sell, they'll be eliminated from the line. Obviously, Harley doesn't depend on dirt market sales for their income.

We're looking forward to a full test someday soon so that we can spend a fair amount of time on the bike and dial it in.

WHAT DO YOU MEAN WE'RE OUT OF FUEL?



The other day we received a call from Harley-Davidson asking us if we'd like to fly up north a ways to ride their new production motocrossers. The schedule seemed a bit too casual at first: lift-off from Van Nuys at 3:30 p.m., arrive in Fresno at 4:00; pick up motor home and arrive at Dunlap Cycle Park (disced and watered) at 4:45; then, at around 7:30, crab, lobster and other goodies to stuff ourselves with on the way back to the airport.

The trip started off rather slowly. Our plane was half an hour late, but quickly gathered momentum till we were screaming along at a clip of 600 mph plus. To put us in the right frame of mind, AMF scheduled our air transportation in one of their eight-place Lear Jets.

Now this was by no means one of your basic jet rides. The Lear is about the closest thing to a military fighter you're likely to see in our skies. Definitely the high-performance model. Our pilot and copilot (who also do all the wrenching on their ship) assured us that the little White Lightning's twin engines would take it to supersonic speeds, but before the engines topped out, the wings would rip off. So you see, all the things that this little buzz bomb lacked in comparison to a voyage in an airship were compensated for in the performance department.

Zoot plushness encapsulated us as we taxied out. Ah, there's nothing like a pure, mechanically inspired rush to liven up your day. We sat grinning like a bunch of opossums eating bumblebees as the rpm rose and the plane took on

the feeling of a huge reptile ready to strike. Then, the blast-off. We felt like the characters in one of those '40s space movies as the near two-G acceleration stretched our flesh away from our bones. Definitely on the gas.

This rapid acceleration continued as the earth quickly fell away beneath us and then suddenly appeared again on the starboard side. We found ourselves banked at what appeared to be about an 80-degree angle and still climbing. Very nice. We leveled off at 15,000 feet and maintained an air speed of 625 mph. Thirty minutes later we were in Fresno and our ace test rider, Wild Bill Sherman, was scrutinizing a fine example of a local lady flight instructor.

Harley-D's PR man, Bill Dutcher, entertained us in the motor home on the way to the course with some bloodcurdling moto tales.

The course was excellent. 'Twas nestled in the gently rolling hills a few miles outside of Fresno. It had almost everything you could ask for in a motocross course except maybe a long, fast uphill and downhill. There were so many turns, twists and jumps that it was difficult to memorize them in the first few laps. You could pick new lines forever. Plenty of fair-sized hills, too. A challenging course, disced and watered as promised.

After the traditional howdoyou-do's, we headed out onto the track to put in some fast practice.

I was just getting the feel of the track when ol' number nine sputtered and ran out of petrol. I figured that it was just an oversight, having only 20 minutes

or so of fuel in the tank. Whatever. I pushed two-thirds of the way back up a good-sized hill before I met up with Sherman on his 250 and an AMFer with a gas can.

"Easy now, save some to put in the other bike."

We do have more gas, don't we?
"No, this is it."

Oh!

Exactly what were we doing there?

We rode for about another 20 minutes or so until Bill's bike stuck solid and then lost all compression. The carburetion sounded correct, it just seized. We later learned that the ignition timing had been incorrectly set at over two degrees too far advanced. This in turn allowed the engine to run hotter than the lubrication would allow. Another oversight.

Bill and I climbed back into the motor home to find that our photographers and the Harley people had polished off all the seafood and anything else that was edible. We looked at each other. We looked around. Then we sat back to ponder the day's proceedings on the way back to the airport while the guys in the back spilt a bottle of wine over each other.

Fifty-mile-an-hour winds were waiting for us in Fresno, but White Lightning and its fine crew made the flight home just as memorable as the flight up. At our request, several chilled bottles of Hienikin's finest replaced the Rocky Mountain spring water variety that was offered on the first half.

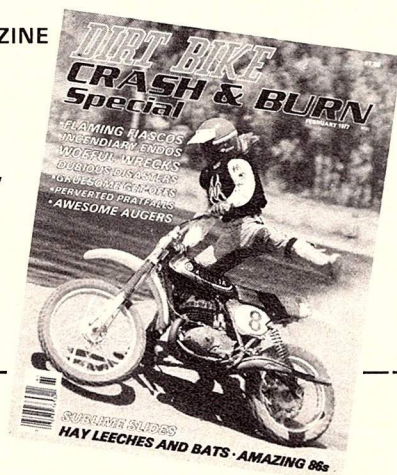
Thanks for the jet ride, guys, it made the whole day.

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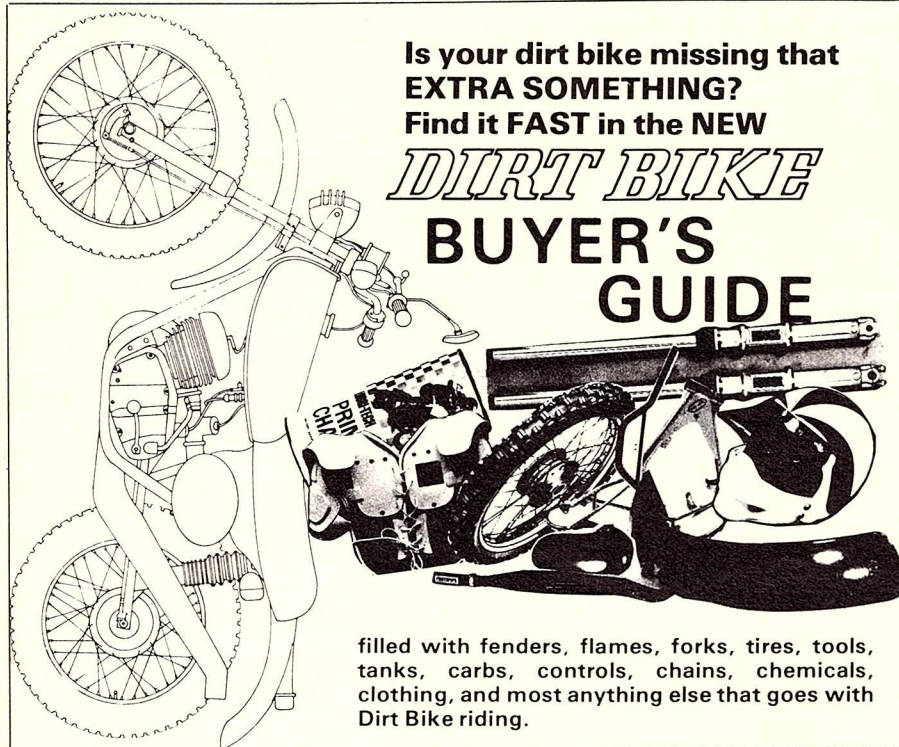
Continued from page 53

a charging Marty Smith at the same track several months earlier. But then along came Johanna Stenerson.

In the first 30-minute 125 Expert moto (there were 125 and 250 Expert classes, several amateur classes that all ran together, and a men's Support class), Stenerson, who turned out to be the mistress of holeshots, put several lengths between herself and the Flying Fish. But Sue passed her in no time at all for an early but not very comfortable lead. Johanna chased for most of the moto, sometimes coming within a few feet of Sue, but eventually slipped down and lost second to Pat Jacques, who had been threading her Suzuki through the pack after a bad start. Helms was fourth.

Sue climbed on another Yamaha for the 250 class and followed Johanna's monoshocker out of the first turn in a virtual carbon copy of the 125 class start. She passed Johanna but this time Johanna passed back, and Sue got in trouble on the slick, marbly track, and fell. She was back up in a hurry, but had to concentrate on fending off Kim LaVigne, on a Husky, before she could go after Stenerson again. Meanwhile, Johanna was off and running, and likely feeling pretty good without Fish breathing down her neck. Toward the end of the moto she slowed down and Fish began to reel her in, but it was too late. LaVigne was third and Carey Steiner fourth. The first non-Californian was steady Anne Waser of Fenton, Missouri, at sixth.

During the intermission, while a man named Yeller Dog Marsh took over the announcer's microphone and gave a recipe for chili popsicles, talk in the pits was about the racing. Sue Fish asked if that 125 moto was really 30 minutes long. She said it only felt like about 20 minutes. Johanna Stenerson was getting a rubdown, and DeDe Cates was looking forlornly at her seized Honda. One of the girls was waxing enthusiastically about her new Yamaha 250 YZD and talking about selling her old 125, which didn't cut the mustard anymore. Most agreed that the racing so far had gone as they had predicted — Stenerson and Fish. They felt that both girls



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were equally fast, but Johanna lacked Sue's experience and self-assurance. They also thought San Antonio's mosquitoes were about the biggest they'd ever seen.

Fish and Stenerson went at it again in the second and final series of motos, putting on a great 125 show until Stenerson crashed while zeroing in on Fish in a very passable corner. She retired later with a broken bike to join Rhe Helms, whose throttle had quit functioning, as a spectator. Pat Jacques took over second and Ronna Tyler third.

The last 250 moto turned into a falling-down contest of sorts, with Sue and Johanna biting the dust once each and Pat Jacques slipping in the same corner twice. Johanna managed to keep things under control, however, and won by a large margin.

It was a great show and the girls took more purse money home than they ever had. (First place in a moto paid \$45, with \$60 additional paid for overall. It was scaled down to sixth place, which received \$6 and \$8.) But the girls spent a fortune traveling to San Antonio; some of the families made the trip as their annual vacations, coming early to take in the Alamo and visiting the Grand Canyon and Carlsbad Caverns on the way home. In the future the winners may at least be able to cover their expenses with the purse. It all depends on the promoters, who would likely start coming up with the cash if they'd seen Sue Fish and Johanna Stenerson, and their fine supporting cast, on that muggy afternoon in San Antonio.

RESULTS

WOMENS NATIONAL MX SAN ANTONIO, TEXAS

125 Expert

1. Sue Fish (Monterey Park, CA) Yam
2. Patricia Jacques (Columbia, SC) Suz
3. Ronna Tyler N/A N/A
4. Tammy Kirk (Dalton, GA) Hon
5. Carey Steiner (Covina, CA) Yam

250 Expert

1. Johanna Stenerson (San Clemente, CA) Yam
2. Sue Fish (Monterey Park, CA) Yam
3. Kim LaVigne (Saugus, CA) Hus
4. DeDe Cates (San Pedro, CA) Yam
5. Carey Steiner (Covina, CA) Yam

Minibike

1. Kathy Holman (Houston, TX) Yam

125 Novice

1. Liz Power N/A Yam
2. Mary Polk (Alvin, TX) Yam
3. Marty Law N/A Suz

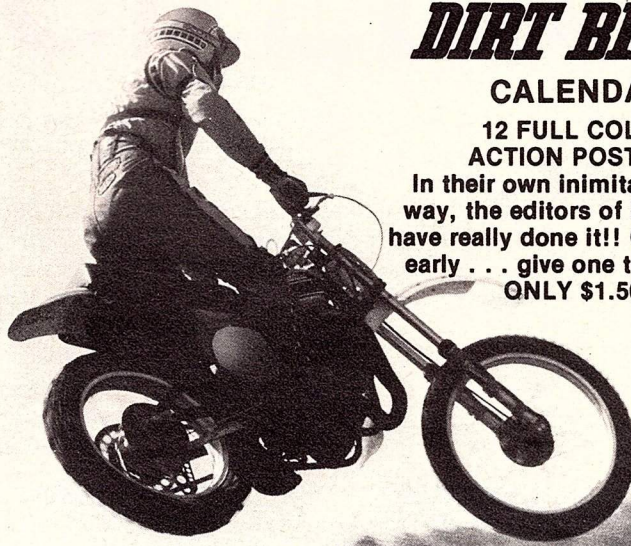
125 Intermediate

1. Shari House (Austin, TX) Suz
2. Pam Montague (Tustin, CA) Suz
3. Donna Koch (Houston, TX) Yam

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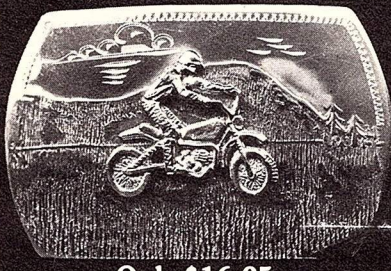
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POMEROY

Continued from page 45

are 28-32. Are the Americans going to get burnt out or too rich to stick it out?

Hmmm. It's going to depend on the individual, really. How much he wants it. Like I've talked to Weinert and every year it's: next year I'm going to Europe. And now he's not going to Europe. He's decided it's easier over here, he'd rather be over here, it's too much hassle to go over. It's a lot of work



Photo by Don Jones.

“
**There are so many
who ride on the
ragged edge, the
same as me.**
”

to go over there. An American can make more money as world champion, but it takes a lot of determination and a lot of work. I can make as much money over there as I can here. My first year I didn't make any money. My second year I didn't make much. My third year was a lot better. My fourth year was excellent. So I feel really lucky because I can go over in Europe and get good start money or I can do well over here. But a lot of people can't just go over there.

Why didn't you go over this year?

I really wasn't sure after switching bikes for the first time since '71. Brad wanted to go back anyway. I just felt safer to kick back and see how the American scene was. What really surprised me was

that the 250 National series was over before it hardly got started. In Axton (Virginia) I had bumper luck. I got the holeshot but my front brake cable was catching on my front wheel and locking up my wheel. I waved Marty by and tried to slow the other riders down some and then finally I just stopped and cut my brake cable off. It was weird going over jumps and the wheel would stop. I was skidding downhill.

When will you hit your prime?

I think right now I'm getting a lot more mentally prepped for everything. I don't think I'm as nervous as a lot of other riders. There are so many who ride on the ragged edge, the same as me. And have as much confidence. It's hard to find many riders who are competitive by being in the top five or top three every week. There are riders like Ellis who'll win and then he's out of it for a while. Gaylon is the same way. But Tony is always consistent.

What about conditioning?

It should be done before a series starts, just like in any other professional sport. Once you start on the road you don't have time. You might only work out two or three times a week while you're traveling.

What do you do?

Running. I like to cross-country, uphill, downhill. Anywhere from 45 minutes to an hour and a half. I go swimming. I ride a bicycle anywhere from 15 to 20 miles. I work out with weights. Light weights with a lot of repetitions. No more than 80 pounds. I have a whole station-to-station setup. It might take 15-20 minutes to do one set, alternating upper body, lower body and abdomen. Usually, I try for three sets. I was staying in Bishop for two months earlier this year. I worked about five or six hours a day. Dave McCoy helped me a lot, particularly with my knee.

Do the top Europeans train more than Americans?

I think the Americans will go the same direction when they get older. Now they'd rather think it out and have the suspension working better. They'll work late hours on their bikes. I can almost see it in myself. I try to have the best possible things on my bike and let it do most of the work.

What about practice?

When I raced in Europe I rode 45-minute practice motos. I was doing that over here but it screwed me all up when I went into Supercross. Twenty-minute little spurt things. Man, I was just going: "Wow." I wasn't going fast enough at first. Everybody was just wide-open. I think here in the States you have to be ready for everything. But you can't use the same strategy you use for a 45-minute moto in a stadium. Like for New Orleans I did a couple of 20-minute practice things. You just go as fast as you can.

How much time do you put in on starts?

That's important. Real important. In Bishop I'd go practice starts for 30-40 minutes at a time. I would start on pavement, sand, clay and packed stuff. You can't just dump the clutch anymore. Certain tracks you can, but on others you have to slip it out for the first five feet and on another track you don't even want to have the engine revving. I practice on different start gates. Just bouncing over it even if it's not up is a big help to get the feel. If you hit it right you can drive right off. So many times, even in Nationals now, I see guys getting flipped sideways.

Why did you leave Bultaco?

I was pretty disappointed in the Trans-Am last year. They wanted me to stay, but for four years they had promised me: it's going to be better, it's going to be better. And I just finally . . . my mental attitude was really bad . . . you don't get anything out of it if you just go and break. I had a good mechanic but I didn't feel I had full support.

How profitable was it switching from a smaller European factory to a Japanese giant?

It wasn't that big of a jump. Maybe three years ago it would have been a big jump, but I had finally established a good relationship with Bultaco and they were paying me pretty good.

How is the support with Honda?

They give me a lot more support. Anytime I want to go somewhere or do something . . . Like I broke a shifting shaft on my practice bike up home and they flew it in the next day. It's those little things that help your mental attitude. You get more enthused.

How long were other factories after you?

Since '74, even when I had the bad year. I was approached by just about everybody. But they wanted me for American races, not Europe.

How are the Honda bikes?

I'm so impressed with them I can't believe it. Like we've had some minor problems like my front brake cable, little things like that, but there're no trannies blown, I've never had a piston problem. No problems at all so far. They are so simple to work on. I always used to think my Bultaco was easy to work on, but this Honda is the easiest bike I've ever worked on. I tore down my tranny and clutch just a few days ago. Everything fit so perfectly. You just spin on all the screws. Precision! Perfect. I was



really impressed.

Maybe they'll get around to selling some one of these days.

. . . whirl . . . scritch . . . clump . . . At this point in the interview the tape broke. We'll try to recreate what was said next as best we can from memory . . .

So, Jim, we've heard that during your trips to Europe and the Orient you learned the secret of clouding men's minds so they cannot see you.

Oh, yeah. And I've also discovered the true meaning of life, the location of the fountain of eternal youth and the formula for turning anything into gold. You're such nice fellows I'll be glad to share this with you. First, what you have to do is . . .

Continued Next Month. ♦

“

You can't use the same strategy that you use for a 45-minute moto in a stadium.

”

USGP

Continued from page 49

looked so good, so smooth, so mind-jumping *fast*. Maybe it was about to happen. What a story *that* would have made!

But that ain't the way it went. Wolsink dropped it in the first corner. Jim couldn't avoid him. They went down.

Except for the numbers, however, the lead looked much the same. After the initial shuffling, Lackey pushed *his* Honda into the first spot, followed by Smith on another. When a flat pushed Marty out of the race, DeCoster was in second, Honda and Suzuki, American and Belgian, running away again.

With two second places Roger would have had the overall. The overall, however, doesn't mean diddly-squat when the points are handed out. And Roger needed every point he could get. He started pushing Brad, riding close, waiting for the bobble. The bobble was more than he had bargained for, however. Brad went down, Roger followed. Suddenly Mikkola, who had been motoring in third counting points, was in first. Roger rode into the pits. There may have been some trouble with his forks, there may not have been. It might just have been the pressure, the old Carlsbad jinx, that caused DeCoster to walk away, while his mechanic begged him to remount and ride. Whatever, the race was over for the King.

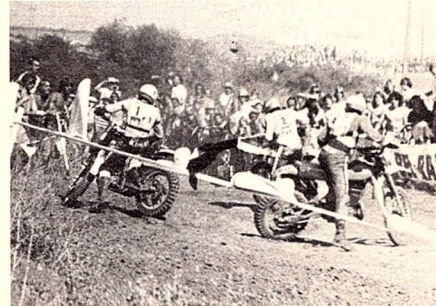
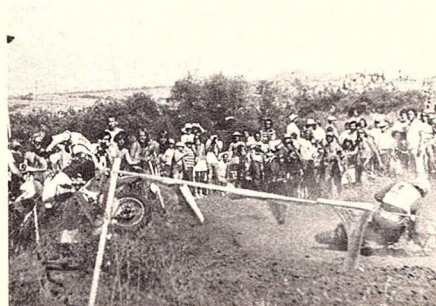
Heikki buzzed around in first. Not going anything like slow, but still not pushing himself, either. He was followed by a determined Gaylon Mosier and a frantic Wolsink. After his first-turn crash,

Gerrit had moved, following the crash of the two leaders, into third. He crashed again while trying to pass Mosier, remounted, and caught him again. It was a treat to see Gerrit working from behind. On the last lap he took Mosier, and moved into second. Lackey, riding his heart out after his crash, had moved up into fourth. And that's the way they finished.

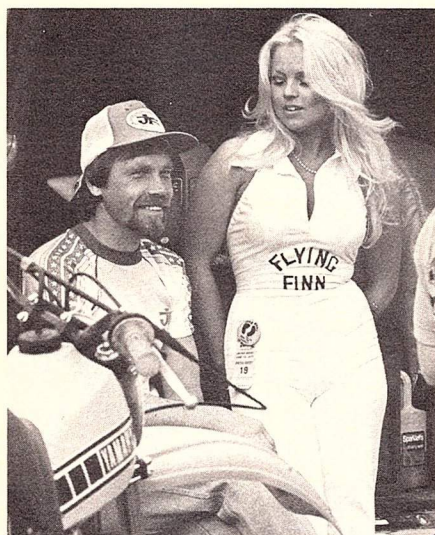
* * *



(Charles Saccio photo)



The lens tells the story. Lackey falls, causing DeCoster to crash, and Mikkola takes the lead. (Scott Risinger photos.)



Heikki and friend. (Charles Saccio photo)

Curiously enough, though Mikkola's 4-1 finishes gave him more GP points than Gerrit's 3-2, Gerrit was given the overall win based on the Olympic scoring system. The Olympic system totals up the numbers of a rider's two positions, which tied the two with five points apiece. The tie was broken by the total of elapsed time in both motos, giving Wolsink the victory by a margin of 15 seconds.

It was a fine race. Though the hoped-for American overall didn't materialize, it was clear that luck, rather than lack of ability, was the preventing factor. Hell, six Americans in the top ten, against the best in the world, isn't shabby.

It's too bad the U.S. won't have a 500 grand prix in 1978, or we could easily say, "Wait 'til next year."

And not feel even a little bit silly for saying it.

OFFICIAL RESULTS

HANG TEN BEL-RAY 500cc U.S. GRAND PRIX OF MOTOCROSS JUNE 19, 1977 CARLSBAD RACEWAY CARLSBAD, CALIFORNIA

Results of First Moto

- | | |
|------|---|
| Pos. | Name, home |
| 1. | Jim Pomeroy, Yakima, WA |
| 2. | Roger DeCoster, Belgium |
| 3. | Gerrit Wolsink, Holland |
| 4. | Heikki Mikkola, Finland |
| 5. | Tommy Croft, San Diego, CA |
| 6. | Tony DiStefano, Morrisville, PA |
| 7. | Brad Lackey, Pinole, CA |
| 8. | Marty Smith, San Diego, CA |
| 9. | Herbert Schmitz, West Germany |
| 10. | Gaylon Mosier, Huntington Beach, CA |
| 11. | Jaak van Velthoven, Belgium, KTM; 12. Steve Stackable, Austin, TX, Maico; 13. Rex Staten, Fontana, CA, Harley-Davidson; 14. Rick Burgett, Sandy, OR, Yamaha; 15. Terry Clark, Palmdale, CA, Kawasaki. |

Results of Second Moto

- | | |
|-----|--|
| 1. | Heikki Mikkola, Finland |
| 2. | Gerrit Wolsink, Holland |
| 3. | Gaylon Mosier, Huntington Beach, CA |
| 4. | Brad Lackey, Pinole, CA |
| 5. | Herbert Schmitz, West Germany |
| 6. | Tommy Croft, San Diego, CA |
| 7. | Tony DiStefano, Morrisville, PA |
| 8. | Billy Grossi, Santa Cruz, CA |
| 9. | Jaak van Velthoven, Belgium |
| 10. | John Banks, Great Britain |
| 11. | Rich Eierstedt, Tustin, CA, Bultaco; 12. Rex Staten, Fontana, CA, Harley-Davidson; 13. Wayne Boyer, Poway, CA, Yamaha; 14. Rick Burgett, Sandy, OR, Yamaha; 15. Marty Tripes, Santee, CA, Harley-Davidson. |

Overall Finish Positions*

- | | | |
|------|-------------------------------------|-------|
| Pos. | Name, home | Motos |
| 1. | Gerrit Wolsink, Holland | 3-2 |
| 2. | Heikki Mikkola, Finland | 4-1 |
| 3. | Brad Lackey, Pinole, CA | 7-4 |
| 4. | Tommy Croft, San Diego, CA | 5-6 |
| 5. | Gaylon Mosier, Huntington Beach, CA | 10-3 |
| 6. | Tony DiStefano, Morrisville, PA | 6-7 |
| 7. | Herbert Schmitz, West Germany | 9-5 |
| 8. | Jaak van Velthoven, Belgium | 11-9 |
| 9. | Rex Staten, Fontana, CA | 13-12 |
| 10. | Rich Eierstedt, Tustin, CA | 16-11 |
| 11. | Jim Pomeroy, Yakima, WA | 1-DNF |
| 12. | Rick Burgett, Sandy, OR | 14-14 |
| 13. | Roger DeCoster, Belgium | 2-DNF |
| 14. | Wayne Boyer, Poway, CA | 17-13 |
| 15. | Terry Clark, Palmdale, CA | 15-18 |

*As per Federation Internationale Motocycliste regulations and supplementary regulations for the Hang Ten Bel-Ray 500cc U.S. Grand Prix of Motocross, overall finish positions are based on Olympic scoring system. In case of ties, total laps completed is first tie-breaker. Second tie-breaker is elapsed time for the two motos.



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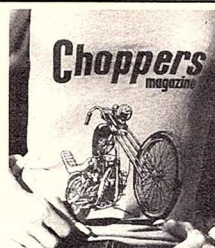
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Following a practice session, two 30-minute motos and more practice, we were hit from three sides at once. Almost simultaneously the top rear motor mount bolt disappeared, the intake manifold rubber split open, and then the front wheel despoled when it was caught momentarily between the footpegs of two lapped riders. The wobbly wheel spit our test rider off in a fast uphill sweeper, trapping his leg between the frame and the rear wheel. Luckily, the AW shut down when the manifold split. Then came another trip to Maico for more spokes. This time it was our fault.

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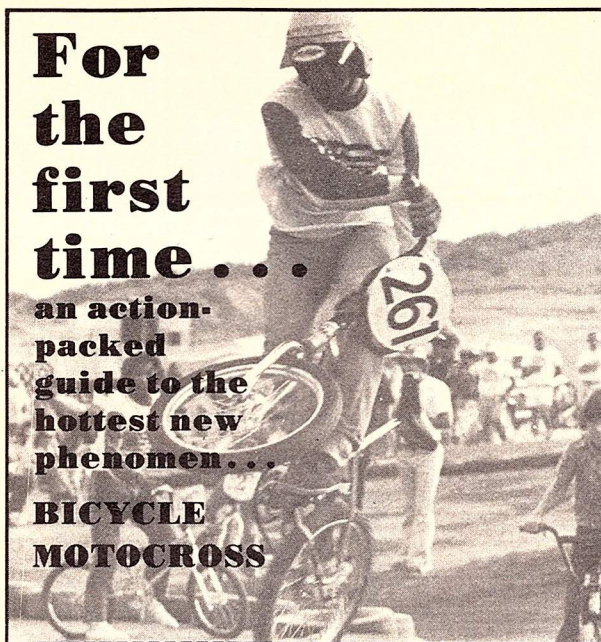
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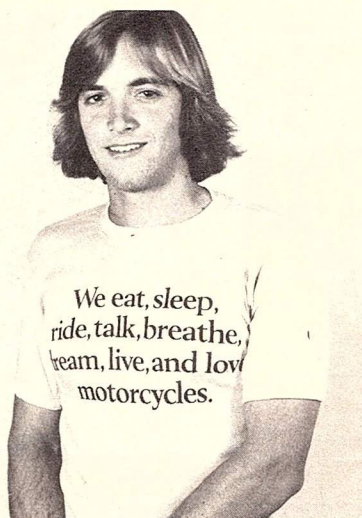
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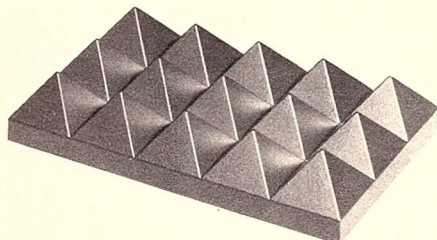
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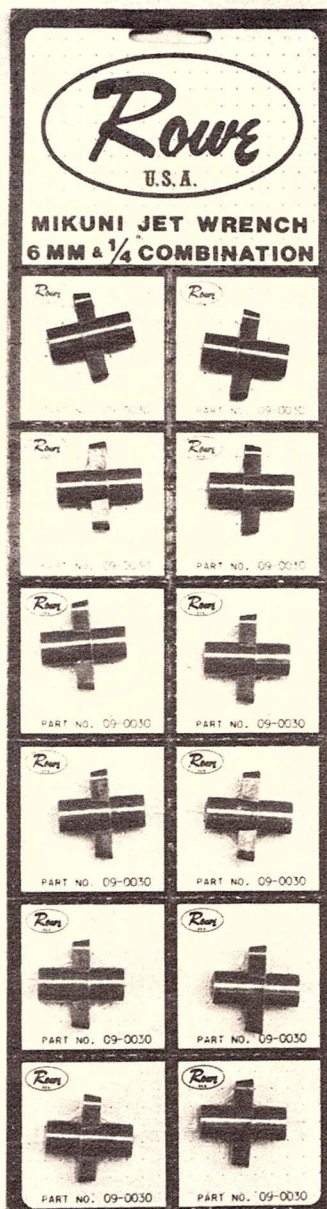
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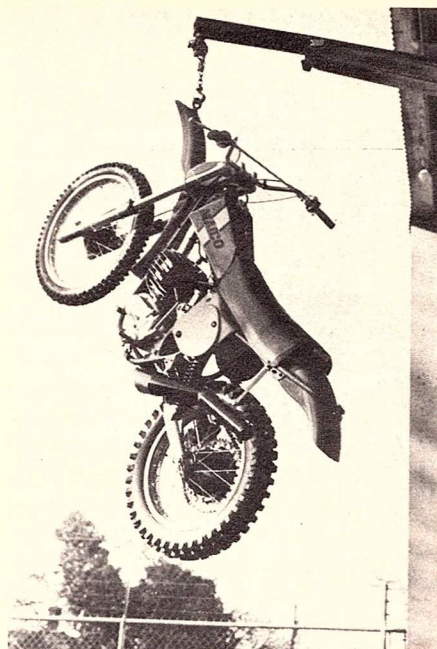
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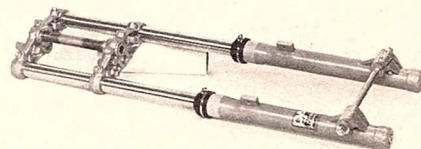
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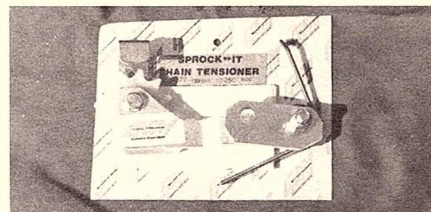
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Now available for the YZ250 and 400D models is this Sprock-it front mount chain

tensioner from G.S.M. It sells for \$19.95, or you can get their Titen-up rear-mounted tensioner for \$17.95. Check your Yamaha dealers or write to Graham's Sheet Metal, 7325 Greenbush Ave., No. Hollywood, California 91605; (213) 764-1808.



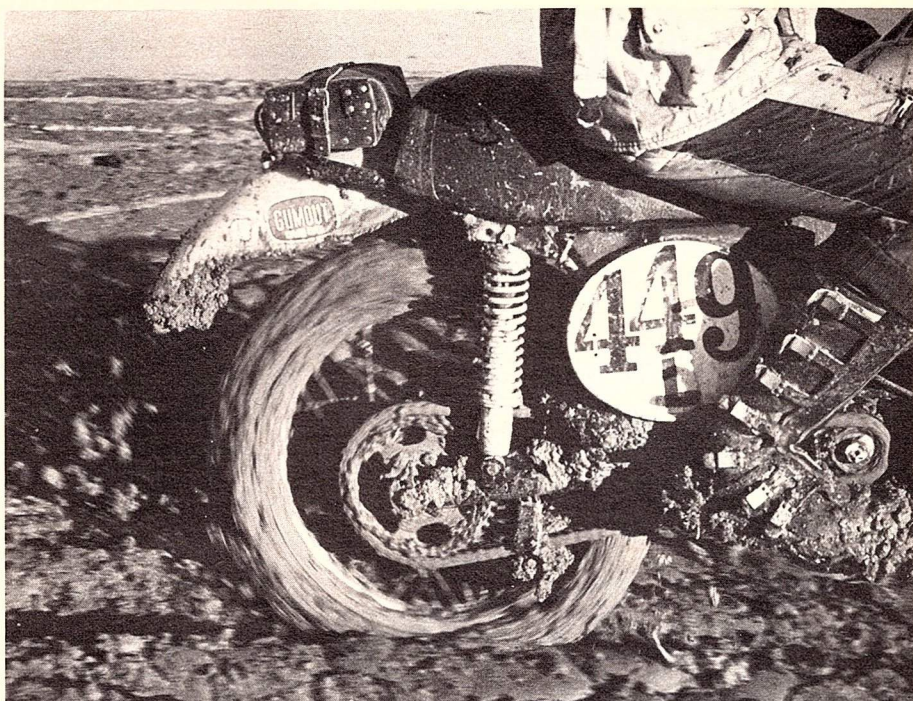
IT'S BETTER TO BE PREPARED

Rapidly cooling the venom from a poisonous snakebite effectively inactivates the poison and allows time for the victim to be rushed to proper medical treatment before the venom has a chance to spread and do irreparable damage. Snakebite Freeze is a first aid kit that contains two "Fast Freeze" instant cold packs ideally suited to treating a snakebite. Everything you need to do the job, including easy-to-follow instructions fit within the 3¼x5x8-inch kit. It retails for \$10.98 and can be ordered by mail if you add \$1 for postage. From Amerex Laboratories, Inc., P.O. Box 32827, San Antonio, Texas 78216.



RACER POLISH

Met-All racing polish is presently being used by the U.S. Government and major airlines to keep their jet racers and space zoomers clean, polished and protected in one easy application. A high-performance racing polish that protects all chrome and aluminum accessories. See your dealer or write to D. Gunther Smith, 253 West 72nd St., New York, New York 10023, and he'll send you a 2½-ounce tube for \$1.98 or three tubes for \$4.98 prepaid.



IN CHAINS WE TRUST

Endur-O-Excel Chain Gang Chain features elastomeric bearing seals that work in conjunction with through-hardened pins and lifetime internal lubrication to make this the toughest chain going. The superior

quality of this chain has been proven by many of our '76 ISDT riders in Austria. It works. Available from USA Distributors, Inc., 4422 Glacier Ave., San Diego, California 92120; (714) 283-5709.



TAKE THE HONDA PRO LINE

Pro-Honda by Hondaline is a serious MX boot for the serious rider. Extra-heavy-duty steel shank in a thick one-piece sole is one of the hidden features that go along with the high-density foam ankle and shin padding, behind the heavy leather boot

construction. Steel shin shields and toe plates are topped off with Velcro closures and quick-release buckles. These beauties are available at your Honda dealers in half-sizes from 7 to 11 plus sizes 12 and 13 for \$87.95.

KAWASAKI KDI75 vs. SUZUKI DS185

Continued from page 65



but you'd still probably have a good time. And that's the point of these bikes, isn't it? Cheap, dependable fun."

AND THE ANSWER IS . . .

But what is the question? The bikes are close, with certain characteristics distinguishing the pair. Either one could be called a jack-of-all-trades and master of none. Except having fun. Well, maybe that should be a nine or a ten-of-all-trades, but in the trump suit. The smoother, plusher ride of the Suzuki may give it the nod for the less experienced rider. A more experienced funster might prefer the extra bottom end response and hill



KAWASAKI KD175A2**SUZUKI DS185****PRICE:**
ENGINE:**DISPLACEMENT:**
BORE & STROKE:
COMPRESSION RATIO:
CARBURETION
PRIMARY DRIVE:
TRANSMISSION RATIOS:

- 1)
- 2)
- 3)
- 4)
- 5)

FINAL DRIVE:

- tooth countershaft
- tooth rear sprocket

AIR FILTRATION:**ELECTRICS:****STARTING:****LUBRICATION:****RECOMMENDED FUEL:****RECOMMENDED OIL:****FUEL TANK CAPACITY:****FRAME:****SUSPENSION:****WHEELS & SPOKES:****TIRES:****DIMENSIONS:****Wheelbase:****Swingarm length:****Ground clearance:****Bars, width:****height:****Pegs, height:****width:****Seat height:****Rake:****Trail:****Weight:****BRAKES:****INSTRUMENTS:****LIGHTS:****SILENCER:****SPARK ARRESTOR:****WARRANTY:**

\$799

Piston rotary valve,
two-stroke, single

174cc

61.5 x 58.8mm

7.0:1

26mm Mikuni

3.13:1, gear

2.67 (28.7 overall)

1.75 (18.8)

1.20 (12.9)

0.95 (10.2)

0.77 (8.3)

3.43:1; 428 chain

14

48

Oiled foam

CDI

Primary kick

Superlube oil injection

Premium

Kawasaki

6.7 liters (1.8 gallons)

Steel

Front: 13.33 cm (5.25 inches)

Rear: 9.27 cm (3.65 inches)

D.I.D

Nitto knobby 2.75 x 21

3.50 x 18

137.0cm (53.9 inches)

43.8cm (17.3 inches)

23.5cm (9.3 inches)

87.7cm (34.5 inches)

106.7cm (42 inches)

29.2cm (11.5 inches)

52.0cm (20.4 inches)

79.4cm (31.3 inches)

31 degrees

5.3 inches

97.7 kg (219 pounds)

ready for gas

Rear — cable

None

None (lighting coils provided)

Yes

Yes, approved

Six months, unlimited mileage

\$825

Piston/reed valve,
two-stroke, single

183cc

64 x 57mm

6.4:1

26mm Mikuni

3.21:1

2.75 (28.7 overall)

1.81 (18.9)

1.25 (13.0)

1.00 (10.6)

0.80 (8.3)

3.25; 520 chain

12

39

Oiled foam

CDI (PEI)

CCI oil injection

Primary kick

Premium

Suzuki

8.0 liters (2.1 gallons)

Steel

Front: N/A

Rear: N/A

Takasago

IRC knobby 2.75 x 21

3.50 x 18

137.0cm (53.9 inches)

44.4cm (17.5 inches)

240mm (9.4 inches)

80.8cm (31.8 inches)

105.4cm (41.5 inches)

27.4cm (10.8 inches)

44.4cm (17.5 inches)

79.5cm (31.3 inches)

32 degrees

6.0 inches

95.9 kg (211 pounds)

ready for gas

Rear — rod

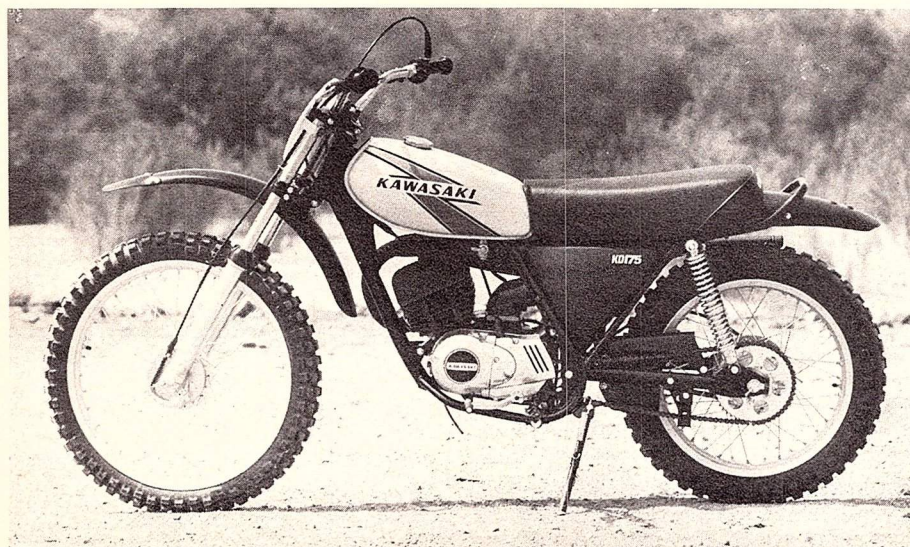
None

Yes

Yes

Yes, approved

90 days, unlimited mileage



grunt of the Kaw.

What we would prefer would be the Kaw engine in the Suzuki chassis.

There, how's that for a concise conclusion? Improve the suspension and maybe gear down and both would become even better trail-bikes. But that's cheating. The idea is to ride them like they are. Both are fine for the rider who literally wants something you pour gas into and go enjoy. What's your favorite color? In the end that may tilt the scales. They're that close.

Get one and take it out and play with it. They aren't shiftless but they are purposeless. And that's what makes them neat.

LAST LAP

INTERNATIONAL MOTOCROSS

May 22. Finland. 500 GP. The race was held just outside Helsinki, so what else could Heikki Mikkola do but win both motos to open a 24-point lead over Roger DeCoster. Roger had to settle for a fourth and fifth to take fourth overall behind Gerrit Wolsink and Brad Lackey. Gerrit and Brad scored 22 points apiece with a second and third, leaving the American still 13 points behind in his bid to move into third place on the points chart. Mikkola had little trouble in taking both legs. Pierre Karsmakers had a fourth and eighth to finish fifth overall. Pierre moved within four points of Graham Noyce for fifth in the standings. The British rider failed to score. Adolf Weil scored his first points of the series after being out with a broken thumb, with a ninth and seventh.

Points: Mikkola (Yam) 30; Wolsink (Suz) and Lackey (Hon) 22; DeCoster (Suz) 14; Karsmakers (Yam) 11; Schmitz (Mai) 9; Andersson (Mon) and Bauer (KTM) 8; Weil (Mai) 6 . . .

May 22. U.S.S.R. 250 GP. Moiseev won both motos with countryman Kavinov twice runner-up. There were numerous problems as some riders, rider crews and journalists were denied or hassled over visas. Harry Everts, third in the standings behind the two Russians, was allowed to enter the country but his mechanic and wife were denied visas. Torao Suzuki was denied entry. Plans are afoot to call for a scrapping of the round from the championship standings. At least things are improving with the sickle cyclists. In '74 they resorted to centerpunching Falta to help Moiseev. Now they just keep the competition out of the country.

May 30. Denmark. 125 GP. Dutchman Gerard Rond, aboard a Yamaha water-cooler, swept the day as defending champion Gaston Rahier settled for two seconds which widened his points lead over Gilbert DeRoover by another 19 points.

Suzuki's Watanabe is still mending a broken leg.

Results: 1. Rond (Yam) 30; 2. Rahier (Suz) 24; 3. Liljegren (KTM) 18; 4. Massant (Yam) 15; 5. Autio (Suz) 10; 6. Minne (Aprilia); Khudiakov (CZ); Ainsworth (Simo-



Two more of the 222 DNFs get airborne at the 17th annual Cherry Creek Hare and Hound. Only 38 entrants finished. Photo by Mark Murphy.

nini) and Rulev (CZ) 6; 10. DeRoover (CZ) 5.

June 5. Poland. 125 GP. Gerard Rond took his second straight sweep overall when Gaston Rahier DNFed with two laps remaining in the final moto. The Belgian champ had won the first moto. Rahier still finished fourth overall. Khudiakov and Churavy took second and third.

June 5. West Germany. 500 GP. Heikki Mikkola had his string of GP moto wins ended at four in the finale, but took the day and widened his lead over DeCoster. 20,000 watched in the rain which didn't completely settle the dust.

British champion Graham Noyce spectated, out with an injured knee. Brad Lackey scored a fourth and seventh. Mikkola took the first moto wire to wire. After three laps he had a ten-second lead over DeCoster and Aberg. Bengt gave Roger a good race before tiring. Adolf Weil got the holeshot in the second stanza, but Mikkola soon took the lead. Wolsink got by around lap ten with DeCoster holding a distant third. Aberg crashed early on. Brad had a flat early in the race but stayed with it to score a seventh anyway.

Results: Mikkola-27; DeCoster-22; Wolsink-20; Lackey-12; Aberg-10; van Velthoven and Lindfors-9; Andersson-8; Schmitz-6; Banks-3; Svendsen, Angiolino and Bauer-2.

June 5. Yugoslavia. 250 GP. Baborovsky and Ovchinnikov got the wins as Russian front-runners Moiseev (ninth and sixth) and Kavinov (fourth and eighth) had off-days. Frenchman Daniel Pean won the GP with a second and a seventh.

June 12. Italy. 500 GP. Heikki Mikkola won the first moto and the overall. Roger DeCoster ended his win drought by taking the nightcap after a fourth in the first round. Mikkola was second in that, followed by Bengt Aberg on the Yamaha 500 thumper and Gerrit Wolsink.

NATIONAL MOTOCROSS

May 22. Buchanan, Michigan. Tony DiStefano's pair of seconds coupled with Marty Smith's mechanicals launched him into the 250 National series lead with one round remaining. Smith DNFed the first moto and could only take a ninth in the second after a poor start. Tommy Croft won the first moto; Jimmy Ellis took the second. Jim Pomeroy had a pair of fourths to move into second in the points standings. Terry Clark swept both Support motos.

Results: 1. DiStefano, Suz (2-2); 2. Stackable, Mai (5-3); 3. Pomeroy, Hon (4-4); 4. Weinert, Kaw (3-6); 5. Croft, Hon (1-11); 6. Ellis, C-A (13-1); 7. Hannah, Yam (6-5); 8. Howerton, Hus (7-8); 9. Grossi Suz (10-14); 10. Semics, Kaw (15-10).

May 29. Mt. Morris, Pennsylvania. Tony DiStefano made it three 250 National titles in a row, tying Gary Jones' mark set in 1972-

'74. All he really needed to do was finish both motos around ninth, but he went out and scored a first and second to have the title over Marty Smith by 34 points.

Smith got the holeshot in the first go with Tony on his tail as Jim Pomeroy, still with a long-shot chance at the title, ended on the first lap, the first of three crashes. With two laps to go, Tony decided to bypass the "smart strategy" of holding second and went for the pass on Smith. Both Tony and Jim Weinert went by as Smith spun some on an uphill. The win clinched it for Tony. Smith scored another holeshot in the second moto and circled in front the entire race.

It wasn't Bob Hannah's day. First, he sprained an ankle in practice. Then during the first lap of the second moto he landed sideways off the track after a jump but kept it up while destroying a snow fencing post, scattering some spectators and wiping out an internal shifting mechanism.

Afterwards Tony accepted his laurels, stating he was D-lighted to win even if the Honda boys were D-isgusted.

Results: 1. DiStefano, Suz (1,2); 2. Smith, Hon (3-1); 3. Ellis, C-A (4-4); 4. Weinert, Kaw (2-11); 5. Howerton, Hus (10-3); 6. LaPorte, Suz (5-7); 7. Sun, Hus (6-8); 8. Stackable, Mai (11-6); 9. Croft, Hon (8-10); 10. Pomeroy, Hon (15-5).

June 12. Keithsburg, Illinois. The 125 National series, dormant since April, got back into action with expected results. Bob Hannah won both motos. Danny LaPorte, who won the Hangtown 125 opener, took second (2-4) and Broc Glover (8-2) was third overall. The 250 Support class win went to Tod Perkins, AMA National Amateur Champion in 1976. Jimmy Weinert, riding a 125 National for the first time, ran out of gas while holding second in the first moto. He didn't start the second race.

SUPERCROSS

June 4. New Orleans. It was Marty Smith wire to wire at the Louisiana Superdome, before 40,000. Series leader Bob Hannah took second. Smith fell in his first qualifier but remounted to press Tony DiStefano across the checkered. In the second qualifier Jeff Jennings went completely over the

start barrier to take the lead but was penalized one lap, giving the win to Kent Howerton. Jimmy Ellis had no trouble in his qualifier. Nor did Jim Weinert, series champion last year, in his. The final, which started past 11 p.m., saw Hannah on Smith's tail for a while. Ellis passed Steve Wise in the air by almost jumping over him to move into third to stay. The race was sponsored by Popeye's Fried Chicken.

Results: 1. Smith, Hon; 2. Hannah, Yam; 3. Ellis, C-A; 4. Croft, Hon; 5. Weinert, Kaw; 6. Pomeroy, Hon; 7. Howerton, Hus; 8. Boone, Suz; 9. DiStefano, Suz; 10. Wise, Suz.

OBSERVED TRIALS

May 21. Erie, Pennsylvania. Lane Leavitt opened the NATC



Charles Coutard won both the U.S. and Canadian world trials rounds.



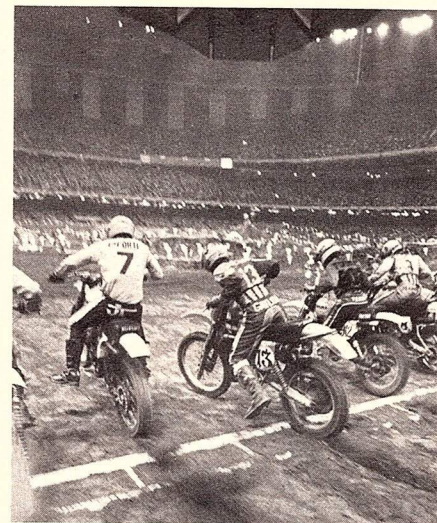
Rich Eierstedt at Red Bud, Michigan. Photo by Julie Martinson.

national series with his seventh career win since 1974. His winning score was three. Current national champion Marland Whaley picked this round as his excluded event for the '77 campaign. Don Sweet, runner-up for the past two years, finished ninth, while world campaigner Bernie Schreiber finished fourth.

Results: 1. Leavitt (Bul) 3; 2. Burgener (Bul) 7; 3. Ruoff (Mon) 8; 4. Schreiber (Bul) 9; 5. Fish (Mon) 10; 6. McKinney (Mon) 11; 7. Cheney (Bul) 12; 8. Eggar (Hon) 12; 9. Sweet (Mon) 13; 10. Young (Oss) 13.

May 22. Cayuga, New York. Marland Whaley picked up where he left off last year, to make it four straight national wins and five of his last six, with a seven-point victory margin.

Results: 1. Whaley (Hon) 12; 2. Sweet (Mon) 19; McKinney (Mon) 21; 4. Comer (Kaw) 23; 5.



New Orleans Superdome.

Schreiber (Bul) 28; 6. Griffiths (Mon) 32; 7. Hopkins (Mon) 33; 8. Leavitt (Bul) 36; 9. Cheney (Bul) 36; 10. Grant (Mon) 39.

May 29. Jeddo, Michigan. Marland Whaley made it five straight national wins while simultaneously finishing second in the U.S. world round. Mike Griffiths was second in the national, 2.3 points off Whaley's pace.

The seventh round of the world trials championship series was held simultaneously the same day and won by Charles Coutard. Report in this issue.

National Results: 1. Whaley 31.6; 2. Griffiths 33.9; 3. Sweet 39.8; 4. Leavitt 40; 5. Schreiber 49; 6. Comer; 7. McKinley; 8. Stites; 9.

Burgener; 10. LaPlante.

June 5. Chicoutimi, Canada. French champion Charles Coutard posted his second straight world trials win, bringing him within 18 of points leader Malcolm Rathmell. The best American ride was Don Sweet's fifth. Bernie Schreiber was the only other American to score championship points.

Results: 1. Coutard, Bul 15; 2. Vesterinen, Bul 21; 3. Rathmell, Mon 26; 4. Lampkin, Bul 39; 5. Sweet, Mon 55; 6. Karlsson, Mon 57; 7. Schreiber, Bul 61; 8. Birkett, Suz 62; 9. Soler, Bul 63; 10. Lejeune, Mon 67; 11. Andrews, Yam 68; 12. Whaley, Hon 75; 13. Eggar, Hon 77; 14. Leavitt, Bul 77; 15. Griffiths, Mon 82.

NATIONAL ENDUROS

May 21. Camp Virner, California. The California Enduro Riders Association (North) put on a 140-miler that seemed to satisfy the out-of-staters. Winner Skip Olson (Can-Am) called it the most technically correct west coast enduro he'd ever ridden. Don Sanford (Honda) likened it to a ride on the perfect wave. Olson scored a nine while Sanford, back on time with no shotgun delays, dropped 13. Mike Hannon (Bultaco) took third with a score of 14, six points lost from burning a check while in mid-air. Kevin Snapp (Can-Am) scored 15. Locals John Clark (KTM) and George Hendrix (Yamaha) took fifth and sixth with scores of 20. 244 of the 343 starters finished.

May 28-29. Pasadena, California. Dick Burleson may not care for timekeeper enduros, but he does know how to win them when they count double points for the national championship. The double point status drew some top eastern riders out west for the traditional 500-mile run, which in the past has not been without its hassles. This year outsiders delighted in reversing route markings and ribbon to strand many riders off course without gas. Adjustments were made to correct the situation as well as possible. One rider/saboteur encounter resulted in some serious butt-kicking. Bird nesting caused a last-minute re-routing in another area. Skip Olson was disqualified for burning a check by 20 minutes when he followed some bad advice. Winner Burleson dropped one point for the run and picked up a big 40 points. Don

Sanford dropped two to gain 32 championship points. Bruce Kenny (Suzuki) was third; he also dropped two. Fourth went to D-37's Senior points leader, Tom Getzfrid (Yamaha), while Suzuki's Ted Worrell, fresh from an unsuccessful protest of Sanford's XL in a previous national, took fifth. Local rider Mike Adams (Honda) was sixth.

NATIONAL RELIABILITY TRIAL SERIES

May 20-22. Rose City, Michigan. Jack Penton took the overall in



Marty Smith's win moved him up to eighth in the Supercross series.

round four of the Qualifier Series by the margin of ten points. That's ten seconds after seven special tests. Scores ranged from Jack's winning 4619.3 to over 8000. It was a come-from-behind victory for Penton over Frank Gallo. The final special test decided it as Gallo, riding with a hand injury, wedged his bars between two trees in the narrow woodsy scored run. Dick Burleson posted the best time for the twister through the trees, but not enough to climb out of third place overall. Billy Geier and Jeff Corra suffered a head-on collision while trying to return to the loop after getting off course. Corra had multiple breaks in the forearm, Geier had a compound arm fracture.

Class winners: 125-Ted Leimbach, Pen, 4955.6; 200-Drew Smith, Her, 4913.9; 250-Jack Penton, Pen, 4619.3; 350-Gary Younkins, Pen, 4809.0; Open-Frank Gallo, Pen, 4629.7.

June 4-5. McMinnville, Oregon. Dick Burleson won the seventh annual Trask Mountain Two Day.

Less than 100 riders finished the rain-hassled course. Frank Gallo led by 40 seconds as day two began. Gallo ran into spoke and wheel trouble on Sunday. Burleson gained some points by being one of the few riders to make a midday check on time. The final special test was motocross. Burleson started ninth in his moto of ten riders, but worked into the lead before the end of the first lap to go on to a 20-second win over Carter and Messer. In moto two Mike Hannon got knocked down by a slower rider and



More Michigan action. Photo by Julie Martinson.

teammate Ben Bower fouled a plug on the last lap. Unluckiest was Al Baker, who crashed in the mudhole for a total immersion number. Gallo, bad wheel and all, topped Burleson's moto time, but it wasn't enough.

Class winners: Open-Dick Burleson, Hus; 350-Carl Cranke, Pen; 250-Tom Penton, Pen; 175-Drew Smith, Her; 125-Ted Leimbach, Pen.

June 11-12. Olympia, Washington. Frank Gallo won the Rattlesnake Two Day by a margin of 22 points over Barry Higgins. Gallo, who rode in the Florida Winter MX series, won his special test moto. Carl Cranke, who had a

string of 30 consecutive Gold Medals in Qualifiers come to an end at Fort Hood, took another DNF when his bike seized before the third checkpoint on Saturday. Bad gas was suspected as the cause.

Class winners: Open-Frank Gallo, Pen; 350-Gary Younkins, Pen; 250-Larry Thompson, Yam; 175-Rod Bush, Pen; 125-Ted Leimbach, Pen.

CLASS C

May 22. Oklahoma City, Oklahoma. Half Mile. Jay Springsteen

always been a good track for me," exclaimed an ecstatic Gary Scott as he became encompassed by hundreds of eager fans. Scott should like the track at Louisville, as in his last five outings as a pro rider he has finished in the top three positions four times, and the win here this weekend made it two trips to victory lane. This year he did it in record-breaking time.

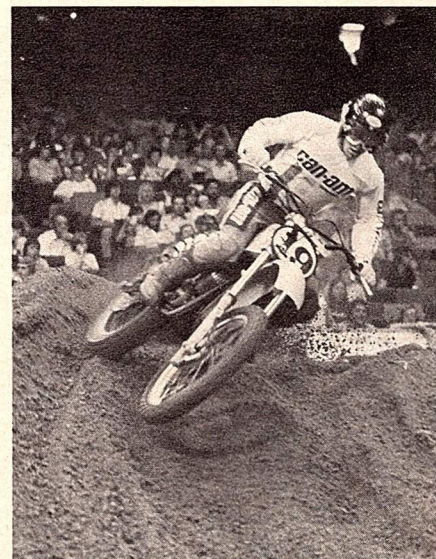
The track's surface almost made it a disaster for Scott, though, as portions of the third and fourth turn became soft and dug out. "We

while brother Hank had his Yamaha in the premiere position. Following Hank were Morehead, Kenner, Boody and Springsteen, all in a tight little ball of fury. Roberts had gotten a horrible start after being forced wide in the first turn and was near the rear of the pack.

After the fourth lap Gary had moved up to do battle with brother Hank, who began to fall back with engine problems, and with Morehead who had taken the lead. Following in their shadow was the freight train of Boody, Springsteen



Bayou bermshooting.



Jimmy Ellis.

headed a Harley sweep of the top three spots for the 20-lapper. Ted Boody (Mich.) and Corky Keener (Mich.) filled out the trio. The sixth event of the 28 races on the Camel Pro Series schedule saw Ken Roberts' lead shrink to 12 points. Roberts finished fifth behind Hank Scott.

The final saw Steve Morehead in the lead until the fifth lap when he slid into the haybales. Poovey took the lead, but lost it two circuits later to Keener. Springsteen, the current Grand National champion, made his move on the tenth lap and held off a late charge by Boody that put him within a bike length at the checkered. The Harley sweep moved them into a tie with Yamaha in the Manufacturer standings.

Results: Springsteen (H-D) 20; Boody (H-D) 16; Keener (H-D) 13; H. Scott (Yam) 11; Roberts (Yam) 10; Poovey (H-D) 9; Campbell (H-D) 8; Eklund (H-D) 7; G. Scott (H-D) 6; Johnson (H-D) 5 . . .

June 4. Louisville, Kentucky.

"I feel good, I always feel good at this track. Louisville Downs has

prepared for a grooved track like it was last year but it (the track) just wasn't right," said a then-disappointed Scott after qualifying 32nd in the 54-rider field. To make the point a little more matter-of-fact, one of Jay Springsteen's mechanics quipped, "We may have set the fastest time in the qualifying (25.390), but the track still sucks." The "Springer" was to have trouble with the track and with his tires during the entire event.

The heat races were delayed for nearly an hour as the track crew feverishly attempted to restore the damage done during practice and the qualifying rounds. Despite the delay, the crowd seemed to be able to amuse themselves, as the bleacher area in the fourth turn resounded with enthusiastic cheers as some of the "lovelies" showed some skills and talents of their own. The announcer laughingly referred to this area as "The Topless Turn."

Scott, riding the Evel Knievel Special Harley-Davidson, got off to a poor start in the main, and after the first go-around he was in sixth

and Keener.

When the flag fell so did another record. The "privateer" ex-Grand National champ, Scott, had turned the 20-lap feature into an 8 minute 34.279 ride, breaking the 1975 record set by Springsteen by a full six seconds. Morehead crossed next, still within record time, followed by the trio of Harley factory riders, Springsteen, Boody and Keener.

Report by Rick Lutz

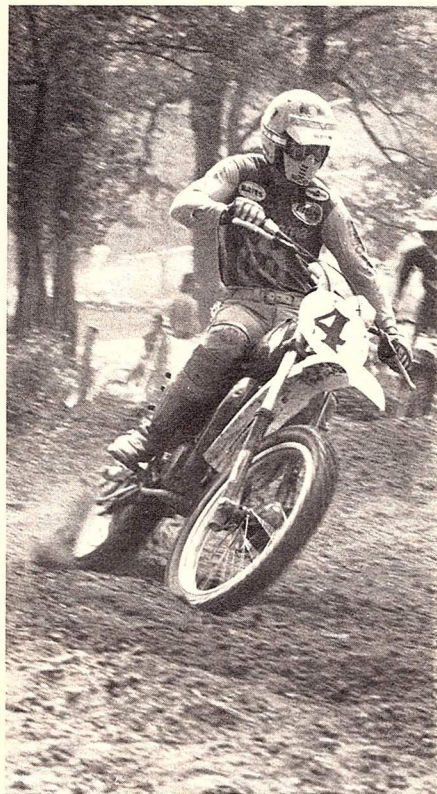
June 11. Harrington, Delaware. Harley team rider Ted Boody won the half-mile at Delaware State Fairgrounds and vaulted into first place in the points standings. Jay Springsteen was second as Boody dropped the track record by about eight seconds. Ken Roberts, who injured his left hand in a non-points short-track race in Illinois, rode his qualifier heat with his left hand taped to the bars. He decided to scratch from the semi. Corky Keener got the holeshot in the main but was passed by both Springsteen and Boody. Corky had to lay it down to avoid crashing into the

defending champ. Boody went into first on the third lap and held it.

Results: 1. Boody, H-D; 2. Springsteen, H-D; 3. Morehead, H-D; 4. H. Scott, Yam; 5. Kidd, H-D; 6. Doug Sehl, H-D; 7. Dave Sehl, H-D . . .

CROSS-COUNTRY

April 26. Las Vegas, Nevada. They ran the Mint 400 without bikes this year but a pair of bikers still won. Malcolm Smith teamed



Kent Howerton at Mt. Morris. Photo by Rex Backman.

with Dr. Bud Feldkamp in a single-seat Funco SS dune buggy for the \$7500 win. Rolf Tibblin drove the entire 400 miles in a VW-powered single-seater without a relief driver. The former world champ finished without reverse or first gear and with two broken shocks. Two more bikers, Mike Patrick and Phil Bowers, previous Mint winners on two-wheelers, finished third in the unlimited class. The win was Malcolm's first in the Mint, he was second three times on bikes.

May 15. Jericho, Utah. Cherry Creek caught 150 bikes in the mud in the desert but it couldn't catch Chuck Pettigrew and his Wheel-smith Maico. ISDT rider Billy Uhl gave it a try and almost made it through the mud spot, about three miles long, seizing about 25 yards

before it ended. Don Fuller, aboard a YZ400, finished second for the second year in a row. He had time to remove his arm from the rear wheel and change a flat, too. Joel Quinn took third.

June 10. Ensenada, Baja Mexico. Larry Roeseler and Jack Johnson teamed to spearhead a Team Husky 1-2-3 bike sweep of the SCORE Baja 500. Second, by four minutes, were Brent Wallingsford and Scot Hardin. Third went to A.C. Bakken and Bob Rutten. All three winning teams were on 390 Huskys. Bruce Ogilvie won the 250 class riding the entire 423 miles without a partner. He was aboard a Harley and finished fifth overall. Mitch Payton and Jeff Kaplan (Husky) took the 125 class. Wallingsford survived a collision with a cow. In all, bikes



Semics and Stackable at Red Bud, Michigan. Photo by Julie Martinson.

took nine of the top ten finishes.

WORLD LONG TRACK

May 15. Jubeck, West Germany. Californian Scott Autrey advanced to the semifinal round of the World Long Track Championship with a fourth place finish. That event is August 7 at Shlessel, West Germany. Egon Muller won with 20 points. Autrey tied current world speedway champion Peter Collins and former world champion Andres Michanek with 17 points, but was placed fourth on tie-breakers. Long track competition uses modified speedway machinery over a longer 1000-yard dirt or sand track.

CANADIAN SUPERCROSS

May 28. Montreal, Canada. The first stadium-cross event held outside the U.S. became history inside the

90,000-seat Olympic Stadium. Jimmy Ellis continued to display his stadium talents by winning the main. Terry Clark, Pat Maroney, John Ayers and Leo Wilson rounded out the top five. Best Canadian was Bob Leby, sixth. Attendance was 23,000.

NATIONAL POINTS

Observed Trials: Marland Whaley (Hon) 30; Lane Leavitt (Bul) 26; Don Sweet (Mon) 24; Bernie



Tony D. wrapping up his title at Mt. Morris. Photo by Rex Backman.

Schreiber (Bul) 20; Tom McKinney (Mon) 19; Mike Griffiths (Mon) 17; Bill Burgener (Bul) 14; Curt Comer Jr. (Kaw) 13; Greg Ruoff (Mon) 10; Jeff Fish (Mon) 6. After three of nine rounds.

250 National Motocross — Final: 1. Tony DiStefano, Suz 295; 2. Marty Smith, Hon 261; 3. Jim Pomeroy, Hon 241; 4. Kent Howerton, Hus 187; 5. Tommy Croft, Hon 172; 6. Jim Ellis, C-A 158; 7. Bob Hannah, Yam 152; 8. Chuck Sun, Hus 150; 9. Danny LaPorte, Suz 145; 10. Gaylon Mosier, Mai 137; 11. Steve Stackable, Mai 134; 12. Gary Semics, Kaw 133; 13. Rick Burgett, Yam 120; 14. Jim Weinert, Kaw 110; 15. Mickey Boone, Suz 87; 16. Mickey Kessler, Mon 85; 17. Marty Tripes, H-D 77; 18. Rex Staten, H-D 77; 19. Rich Eierstedt, Bul 53; 20. Bill

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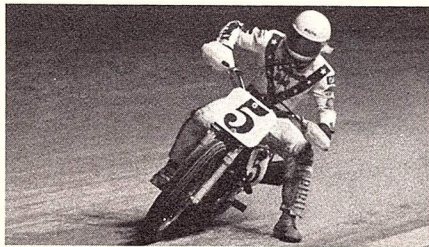
250 Supercross: 1. Hannah, Yam 178; 2. Pomeroy, Hon 147; 3. Ellis, C-A 122; 4. DiStefano, Suz 99; 5. Mosier, Mai 97; 6. Howerton, Hus 96; 7. Stackable, Mai 84; Smith, Hon 79; 9. Croft, Hon 70; LaPorte, Suz 68.

Class C: 1. Ted Boody 80; 2. Jay Springsteen 78; 3. Kenny Roberts 67; 4. Gary Scott 54; 5. Steve Eklund 52; 6. Corky Keener 47; 7. Steve Morehead 42; 8. Hank Scott 29; 9. Gene Romero 28; 10. Mike Kidd 27.

125 National Motocross: 1. Danny LaPorte, Suz 90; 2. Gary Ogden, Suz 65; 3. Warren Reid, Hon 59; 4. Broc Glover, Yam 57; 5. Bob Hannah, Yam 54; 6. Steve Wise, Hon 52; 7. Pat Richter, Yam 50; 8. Arlo Englund, Hus 48; 9. Michael Guerra, Hus 34; 10. Chuck Sun, Hus 28. After two events.

WORLD POINTS

Observed Trials: 1. Malcolm Rathmell, Mon 69; 2. Yrjo Vesterinen, Bul 67; 3. Martin Lampkin, Bul 66; 4. Ulf Karlsson, Mon 57; 5. Charles Coutard, Bul 51; 6. Bernie Schreiber, Bul 38; 7. Rob Shepherd,



Gary Scott en route to his Louisville win. Photo by Rick Lutz.

Hon 26; 8. Manuel Soler, Bul 25; 9. Nigel Birkett, Suz 22; 10. John Reynolds, Oss 20. After eight rounds.

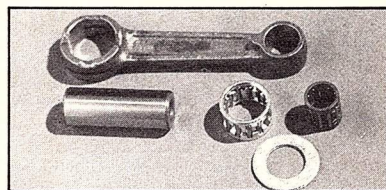
500 Motocross: 1. Mikkola, Yam 130; 2. DeCoster, Suz 101; 3. Wolsink, Suz 94; 4. Lackey, Hon 73; 5. van Velthoven, KTM, and Noyce, Mai 32; 7. Karsmakers, Yam 28; 8. Andersson, Mon 26; 9. Schmitz, Mai 25; 10. Bauer, KTM 24. After five rounds.

250 Motocross: 1. Moiseev, KTM 148; 2. Kavinov, KTM 128; 3. Everts, Bul 91; 4. Barborovsky, CZ 78; 5. Malherbe, KTM 76; 6. Maisch, Mai 70. After eight rounds.

125 Motocross: 1. Rahier, Suz 114; 2. Rond, Yam 89; 3. Watanabe, Suz 54; 4. Massant, Yam 51; 5. Churavy, CZ 50; 6. Khudiakov, CZ 39; 7. Liljegren, KTM 33. After five rounds.

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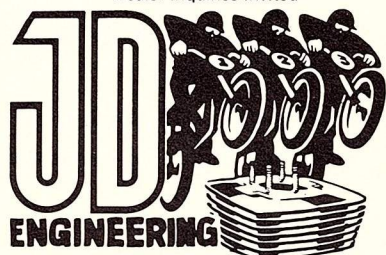


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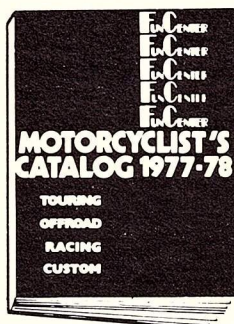
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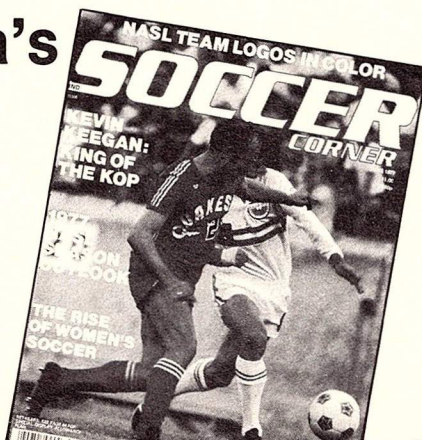
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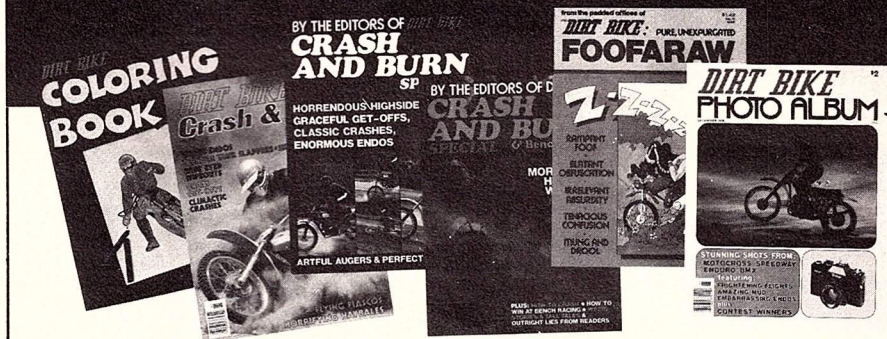
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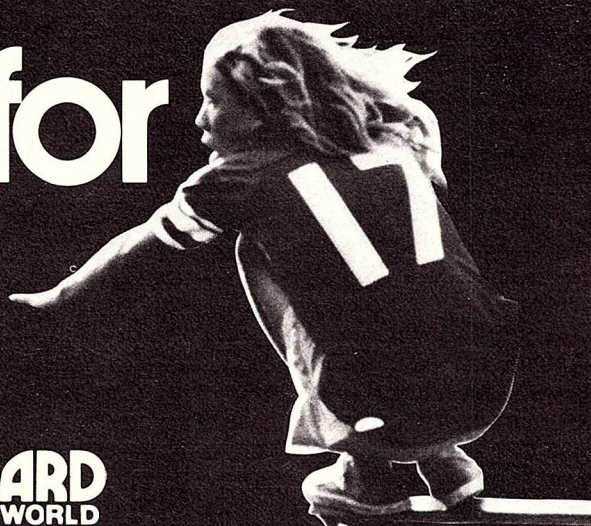
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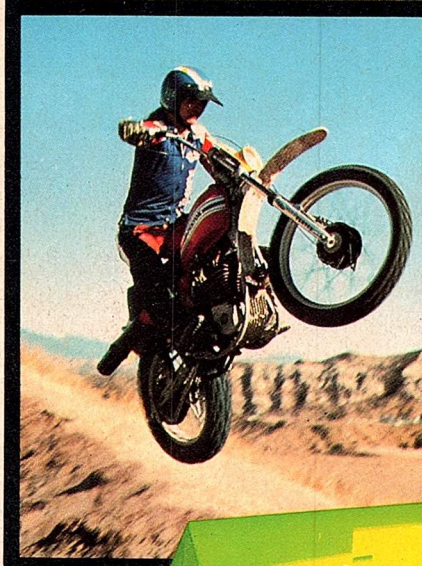
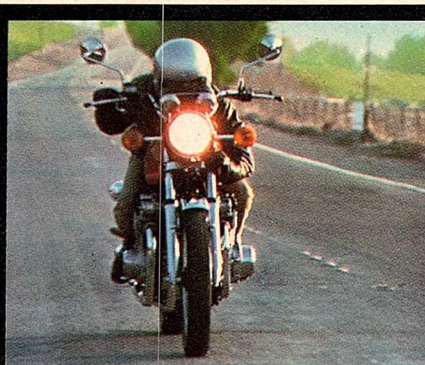
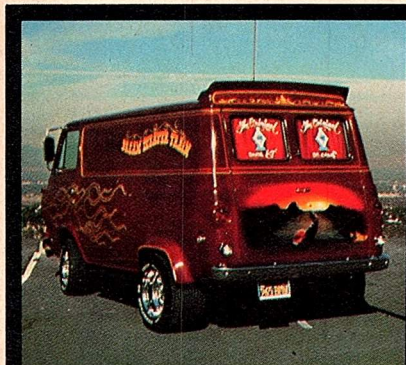


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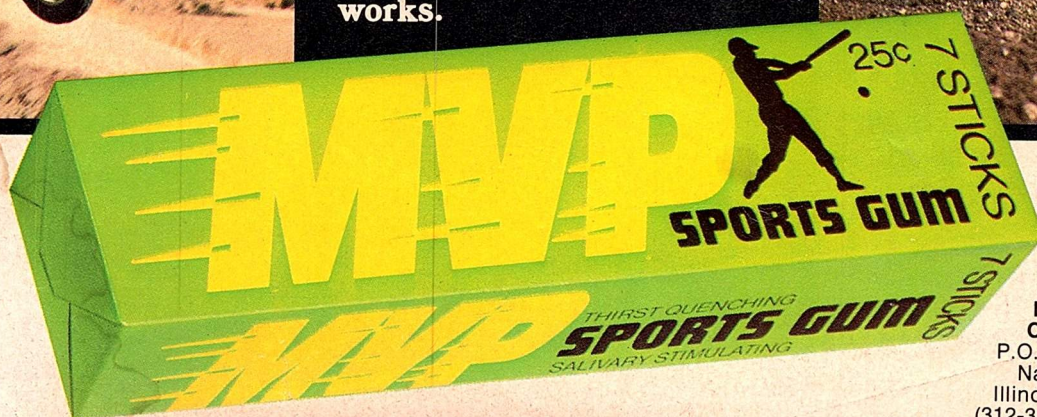
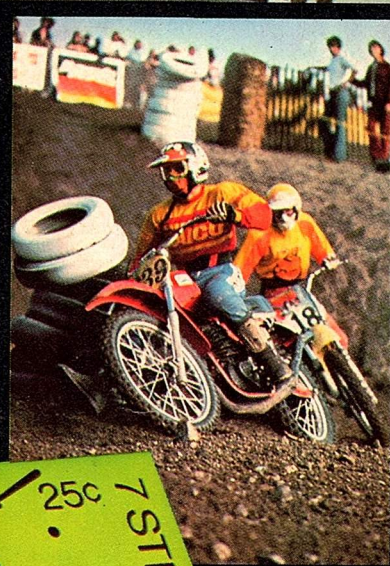
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